Monnhoma deleanni.

(ESTABLISHED 1881.)

NEW EERIES No 4894.

晚九初月六年一十三緒光

Y OKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

* THE

CAPITAL PAID-UP JAPITAL UNCALLED

TUESDAY, JULY 11 1905.

二拜禮 號一十月七英港香

Intimations.

\$30 PER ANNUM. SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI Y PAID-UP CAPITAL \$10,000,000 RESERVE FUND .-Sterling Reserve.....\$10,000,000 \$18,000,000 Silver Reserve\$ 8,000,000 \$18,000,000 RESERVE LIABILITY OF PROP'TORS.\$10,000,000

COURT OF DIRECTORS: H. A. W. SLADE, Esq., Chairman. A. HAUPT, Esq., Deputy Chairman. Hon. C. W. Dickson. | H. Schubart, Esq. E. Shellim, Esq. E. Goetz, Esq. G. H. Medhurst, Esq. Hon. R. Shewan. A. J. Raymond, Esq. N. A. Siebs, Esq. F. Salinger, Esq.

CHIEF MANAGER: Hongkong-J. R. M. SMITH. MANAGER:

Shanghai-H. E. R. HUNTER. LONDON BANKERS-LONDON AND COUNT BANKING COMPANY, LIMITED HONGKONG-INTERLET ALLOWED On Current Account at the rate of 2 per Conver Appum on the daily balance.

ON FIXED DEPOSITS: For 3 months, 21 per Cent. per Annuin. For 6 months, 31 per Cent. per Athum. For 12 months, 4 per Cent. per Annun. J. R. M. SMITH, Chief Manager.

Hongkong, 17th May, 1905. HONGKONG SAVINGS BANK. THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAL BANKING CORPORATION. Rules may be THE CHARTERED BANK OF INDIA, obtained on application. INTEREST on deposits is allowed at 34 PER CENT. per annum. Depositors may transfer at their out.

balances of \$100 or more to the HUNGKONE AF SHANGHAL BANK to, be placed on FIXE! DEPOSIT at 4 PLR CENT. per annum. For the HONGKONG AND SHANGHAL BANKING CORPORATION. R. M. SMITH,

Hongkong, 1st May, 1902. INTERNATIONAL BANKING

CORPORATION. FISCAL AGENTS OF THE UNITED STATES IN CHINA; THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS . AUTHORISED GOLD \$10,000,000 CAPITAL PAID UPGOLD \$ 3,250,000 RESERVE FUNDGOLD \$ 3,250,000 HEAD OFFICE: NEW YORK.

LONDON OFFICE: THREADNEEDLE HOUSE, E.C. LONDON BANKERS: NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED, UNION OF LONDON AND SMITH'S HANK, LTD BRITISH LINEN COMPANY BANK. BRANCHES AND AGENTS ALL OVER THE

THE Corporation transacts every Descrip. DIRECTION DER DISCONTO GESELLSCHAFT. tion of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at Rates which may be DEPOSITS received on terms which may be ascertained on application.

Manager. 20, Des Vœux Road, Hongkong, 26th May, 1905.

Freight Steamers.

RESERVE FUND Head Office: -YOKOHAMA. Branches and Agencies. NEW YORK. rokio. HONOLULU. NAGASAKI. SHANGHAL, LYONS. JAN FRANCISCO. MUKDEN.

NEWCHWANG. BOMBAY. PORT ARTHUR. TIENTSIN. CHEFOU. PEKING. DALNY. KOBE. LONDON.

LONDON BANKERS: HE LONDON JOINT STOCK BANK, LD. PARRS' BANK, LD. THE UNION OF LONDON AND SMITHS BANK, 'LD.

HINGKONG BRANCH:-INTEREST ALLOWED. On Current Account at the rate of 2 per cent or Annum on the Daily Balance. In fixed deposits for 12 months at 5 per cent.

TAKEO TAKAMICHI, Manager. longkong, 23rd May, 1905.

AUSTRALIA AND CHINA. INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE :- LONDON. RESERVE LIABILITY OF SHARE-

INTEREST ALLOWED on CURRENT 123 ACCOUNT at the Rate of a per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 'per cent. T. P. COCHRANE,

Hongkong, 18th May, 1905. NEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL Sh. Taels 7,500,000 HEAD OFFICE-SHANGHAL BOARD OF DIRECTORS: BERLIN.

BRANCHES: Calcutta Tientsin

(MITSUI & Co.)

OTHER OFFICES:

Telegraphic Address: "MITSUL" (A.B.C. and A 1. Codes).

CONTRACTORS OF COAL to the Imperial Iapanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and

SOLE PROPRIETORS of the Famous Milke, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura,

HONGKONG BRANCH:-PRINCE'S BUILDINGS, ICE HOUSE STREET.

HEAD OFFICE:-- I, SURUGA-CHO, TOKYO.

LONDON BRANCH: -34, LIME STREET, E.C.

Hankow Tsinanfu Tsingtau LONDON BANKERS:

Messis, N. M. Rothschild & Sons, . Union of London and Smiths Bank, Ltd. DEUTSCHE BANK (BERLIN), LONDON AGENCY INTEREST allowed on Current Account.

learned on application. Every description of CHARLES R. SCOTT, Banking and Exchange business transacted. M. HOMANN. Manager.

COALS.

(2) Hongkong, 1st April, 1905.

Mails.

ORIENTAL AND PENINSULAR. STEAM NAVIGATION COMPANY.

LONDON and ANTWERP VIA G. W. Cockman, R.N.R.] . July NANG, COLOMBO, PORT SAID, SUEZ & MARKILLES, COROMANDEL ? About 12th ? Freight and SHANGHAI..... G. M. Montford, R.N.R... July See Special (SIMLA.,.... 5 Advertisament. LONDON, &c..... C. D. Goldsmith, R.N.R.

ONDON and ANTWERP VIA [JAVA } About 20th ? Freight and SINGAPORE, PENANG 8. Barcham COLOMBO and PORT SAID

For Further Particulars, apply to

L. S. LEWIS, Acting Superintendent. Hongkong, 10th July, 1905.

Entimations.



CRAWFORD ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY BLENDED FOOCHOW TEA.

PRICES:

Including Freight, Duty and Delivery to any address in the United Kingdom, Per 10 Catty Box, \$17.50. Per 5 Catty Box, \$10.00. Hongkong, June 16th, 1905.



SPIRIT MERCHANTS, 15, QUEEN'S ROAD.

Telephone - No 75

Hongkong, 4th July, 1905.

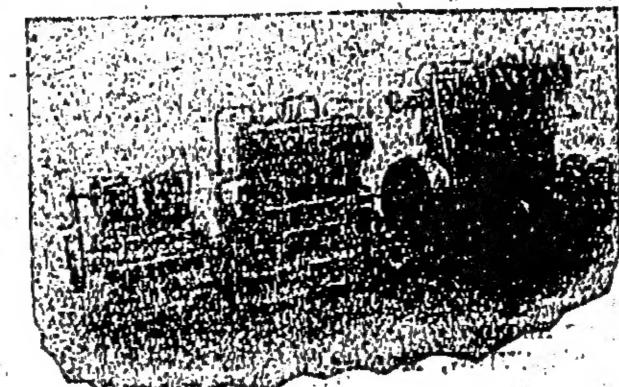
ESTABLISHED 1864.

New York, San Francisco, Hamburg, Bombav, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobo, Maidzuru, Kure, Shimonoceki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasobo, Miiko, Hakodate, Taipeh, &c. ENGINEERS, SURVEYORS, ETC.

SHIPS DESIGNED, CONSTRUCTED AND SUPERVISED.

AGENTS FOR THORNYCROFT'S MOTORS AND MOTOR LAUNCHES, RACING AND CRUISING.

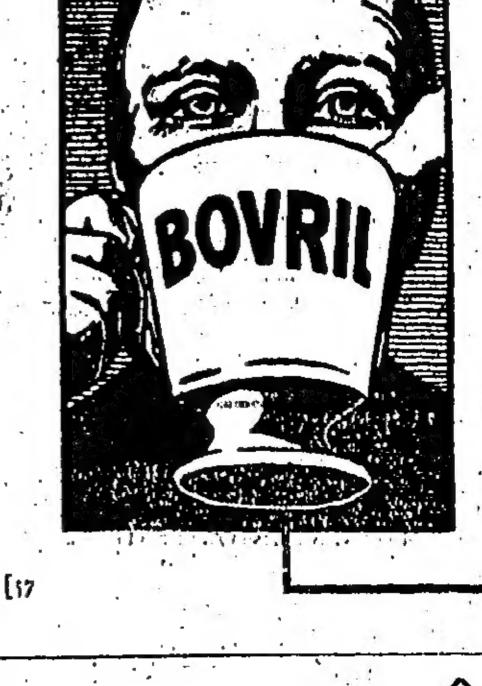
OUR MOTORS Workmanship, For Reliability, Lightness. Durability, Estimates cheerfully given.



OUR PROPELLERS Are fitted to the Principal Racing Launches in Europe. Designed and Finished for Highest Efficiency.

Agencies :- GENERAL ELECTRIC CO. W. H. ALLEN & Son's, Engineers, Bedford. H. W. JOHN'S CANADIAN ASBESTOS GOODS. Cable Address: "MARINEWORK," Hongkong. Telephone No. 358. 12. Beaconsfield Arcade, Hongkong.

Hongkong, set February, 1905.



The cup that feeds.



THAT'S ALL.

Pronounced the best Scotch Whisky at the price on the Market. Per Dozen \$14.00

PRICE & CO. .12, QUEEN'S ROAD.

Hongkong, 22nd June, 1905.

SUPPLIES. PHOTO -

LONG, HING &

17, QUEEN'S ROAD.

Hongkong, 15th May, 1905.

Potels.

CALDBECK, MACGREGOR & CO. HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

A. F. DAVIES. Acting Manager.

Hongkong, 7th February, 1905.

Telegraphic

Telephone,

FIRST-CLASS FAMILY AND COMMERCIAL HOTEL, situated near the BANKS PRINCIPAL OFFICES and in the MAIN STREET.

HONGKONG.

. Large and Lofty Rooms, Elegantly Furnished. Hydraulic Elevator. Hot and Cold Water Baths and Shower Baths. Launch Service for Guests.

Flush Water Lavatories. Excellent Cuisine and Wines. Under European Management.

Hongkong, 16th June, 1905.

CRAIGIEBURN PLUNKET'S GAP, the PEAK, near the TEAM TERMINUS. Tel. 56.

For Terms, &c., apply to the MANAGER.

Hongkong, 2nd July, 1900.

FOR HOTEL COMFORT AND THE BEST BILLIARDS THE B

VICTORIA HOTEL, SHAMEEN, CANTON, ...

MACAO, CHINA,

ON THE BRITISH CONCESSION.

IN THE CENTRE OF THE PRAIA GRANDE.

HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND de to detained which

WM. FARMER, Proprietor

Extra cars at 11.30 and 11.45 p.m. SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, JOHN D. HUMPHREYS & SON,

Des Vœux Road Central. General Managers. Hongkong, 19th December, 1904.

HONGKONG HIGH-LEVEL TRAM-

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. ... Every 30 minutes.

7.30 a.m. to 8.00 a.m. ... Every 10 minutes.

8.00 a.m. to 8.30 a.m. ... Every 15 minutes.

8.30 a.m. to 9.30 a.m. ... Every to minutes.

9.30 a.m. to 11.00 a.m. ... Every 15 minutes. 11.30 a.m. to 12.45 p.m. ... Every 15 minutes.

12.45 p.m. to 1.15 p.m. ... Every to minutes.

1.15 p.m. to 1.45 p.m. ... Every 15 minutes.

1.45 p.m. to 2.15 p.m. ... Every 10 minutes. 2.15 p.m. to 3.00 p.m. ... Every 15 minutes.

3.30 p.m. to 5.00 p.m. ... Every 15 minutes.

5.co p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS. 8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m.

every half hour.

' SUNDAYS. 8.00 a.m. to 9.00 a.m. ... Every 15 minutes.

9.00 a.m. to 9.30 a.m. ... Every 30 minutes.

9.30 a.m. to 10.30 a.m. ... Every 15 minutes. 10.30 a.m. to 11.00 a.m. ... Every 10 minutes.

12.00 Noon to 1.00 p.m. ... Every 10 minutes.

1.00 p.m. to 5.00 p.m. ... Every 15 minutes.

5.00 p.m. to 0.00 p.m. ... Every 10 minutes.

6.00 p.m. to 7.00 p.m. ... Every 15 minutes.

7.00 p.m. to 8.00 p.m. ... Every to minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

AGENTS, GROUND FLOOR, HONGKONG,

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR

LAUNCHES,

Sole Agents for FERGUSON'S SPECIAL CREAM

EVERY KIND OF ALWAYS_IN STOCK

RBASONABLE PRICES. Houghoug, 7th March, 1905.

Onoura, Otsnji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals. F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS. COAL AND PROVISION MER-CHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION

ST. GEORGE'S BUILDING, SOAP AND SODA MANUFACTURERS.

P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.,

SHIP'S STORES AND REQUISITES

101NT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S.	"HONAM,"	2,363	tons	C	aptain	H.	D.	jones.	
1 1	"POWAN,"	2,338	91			G,	F.	Morrison,	R.N.F
11	"FATSHAN	,"2,260	11	******	19	R.	D.	Thomas.	

"KINSHAN," , J. J. Lossius.

Departures from Hongkong to Canton daily at 8.30 A.M. (Sunday excepted), 9 F.M. and 10.30 P.M. (Saturday excepted). Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STRAMBOAT CO., LTD. HONGKONG-MACAO LINE.

Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAD STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures, from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8,30 A.M.

FARES:--Canton to Wichow Single \$15.00, Return \$25.00. Canton to Tak HingSingle \$12.50. Return \$21.00. Canton to Samshui Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

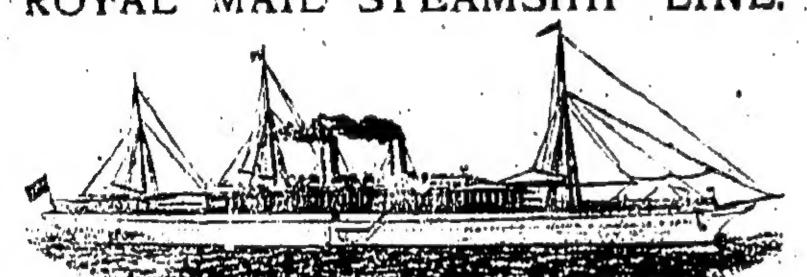
Further particulars may be obtained at the Office of the-

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD. Hongkong, 1st July, 1905.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. (CALLING AT SHANGHAL, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG,-(SUBJECT TO ALTERATION). Tons. Commanders. Sailing Dates. Steamers. R.M.S. "EMPRESS OF JAPAN" ... 6,000 ... II. Pybus, R.N R WE DNESDAY, 12th July. "EMPRESS OF CHINA" ... 6,000 ... R. Archibald, R.N.R., WEDNESDAY, 2nd Aug. "ATHENIAN" 2,440...S. Robinson, R N.R.... WEDNESDAY, 9th Aug. "EMPRESS OF INDIA" ... 6,000 ... E. Beetham, R.N.R WEDNESDAY, 23rd Aug. Hongkong to London, Intermediate on Steamers, and 1st Class Rail

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN-COUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Inter-

mediate rates, affording superior accommodation for that class. Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Inpanese Governments.

For further information, Maps, Guides, Hand Books, Bates of Freight and Passage, D. E. BROWN, General Agent, 9. Pedder's Street. Hongkong, 5th July, 1745.

HAMBURG-AMERIKA OSTASIATISCHER DIENST

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASCOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HUNGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	BALLING DATES.	. 12
BRISGAVIA	HAVRE, ANTWERP and HAMBURG. (Calling at S'PORK, PENANG & COLOMBO).	} 17th July. }	Preight
SITHONIA	HAVRE, BREMEN and HAMBURG.	I mark take 1	Freight.
Hildebrandt	HAVRE and HAMBURG.	l and tale 1	Freight.
Schülke	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	Laile Amount ?	Freight.
SAMBIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	Laured Aument	
RHENANIA*	(Calling at S'PORE, PENANG & COLOMBO).	L AND COM ?	Freight and Passengers.
CCANDIA #	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	20th Sept.	Freight and Passengers.
STANITIAT TA	NEW YORK VIA SUEZ, with liberty to call at the Malabar coast.	A about Degin.	Freight.
# Special attention of	intending Passengers is drawn to the spl	lendid accommo	dation of this

Saloon and cabins amidships. Lighted throughout by Electricity. Duly qualified Doctor and Stewardesses are carried.

For further Particulars, apply to

HONGKONG OFFICE.

Hongkong, 11th July, 1905.

HAMBURG-MERIKA LINIE, No s. Onwang Haildings.

NOMA, TATTOOER 60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Subscription to the Hongkong Telegraph and Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained they are warned against paying more than by any other, as their composition is only known to me. H. R. H. The Duke of York, and TEM CEMTS (10 cts.) per Single Copy. H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 5,700 Recommendations which I have received from all sources. Hongkong, 16th November, 1904

Mails.

MORDDRUTSCHEE LLOYD, BREMEN

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG: PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

M.B.-Cargo can be taken on through Bills of Lading for the Principal Places in Russia; PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

	STEAMERS.	SAILING	DATES.
	SACHSEN	WEDNESDAY.	rath July.
,	SCHARNHORST	WEDNESDAY,	and August.
	PRINZ HEINRICH	WEDNESDAY.	16th August.
٠	PRINZ EITEL FRIEDRICH	WEDNESDAY,	30th August.
	PREUSSEN	WEDNESDAY,	13th September.
	ROONBAYERN	WEDNESDAY,	27th September.
	BAYERN	WEDNESDAY,	11th October.
	GNEISENAU	VEDNESDAY,	25th October 🐬
	PRINZESS ALICE	VEDNESDAY.	8th November.
	SACHSEN	WEDNESDAY	, 22nd November
	PRINZ REGENT LUITPOLDPRINZ HEINRICH	WEDNESDAY,	oth December.
	PRING HEINKICH	""MEOUE2DYA	, som necember.

ON WEDNESDAY, the 19th day of July, 1905, at Noon, the Steamship SACHSEN, Captain F. von L. Peterssen, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GRNOA.

Shipping Orders will be granted till NOON, on MONDAY, the 17th July, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 18th July, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 18th July. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG. (Subject to alteration).

1		fondient to mitching		
	STEAMERS.	Tons.	SAILING I	DATES.
	PRINZ WALDEMAR	3,227T	UESDAY, 2	5th July.
,	PRINZ SIGISMUND	T	UESDAY, 2	and August.

ON TUESDAY, the 25th July, 1905, at Noon, the Steamship PRINZ WALDEMAR, Captain C. Woltemas, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

BAILINGS OUTWARDS & AUSTRALIAN SERVICE. EUROPEAN

STEAMERS KOBE & YOKOHAMAPRINZ SIGISMUNDTUESDAY, 1st August. BHANGHAI, NAGASAKI, PRINZ HEINRICH WEDNESDAY, 19th July. BHANGHAI, NAGASAKI, PRINZ EITEL FRIEDRICH., WEDNESDAY, and August.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS. Hongkong, 5th July, 1905.

HONGKONG-KONGMOON-KAUKONG LINE. S.S. "TAK HING," and S.S. "HONGKONG." SAILING EVERY EVENING AT 7 P.M. (SATURDAY EXCEPTED). THE ROUND TRIF occupies 36 Hours,

HE steamers pass through the silk producing districts, and afford a splendid opportunity for passengers to see the Southern part of the Canton delta.

HONGKONG WUCHOW LINE. S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS. THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River,

Fare for the Round Trip\$30 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to-Messrs. BUTTERFIELD & SWIRE. AGENTS.

Hongkong, 5th July, 1905.

Intimations.

BAY VIEW HOUSE, MACAO.

CITUATED at the most Charming Part of Macao's Famous Beach, has just been opened for the public and for the benefit of Honokono Visitors, who travel to this Delightful Resort.

BATHING PARTIES, and indeed every Holiday Seeker on pleasure bent, will find all their wants supplied at BAY VIEW HOUSE.

MORNING TEAS, BREAKFASTS, TIFFINS, AFTERNOON TEAS, and DINNERS can be supplied to any number at the shortest notice, and at the most reasonable prices.

On SUNDAYS Meals served a la carte from II A.M. to 9 P.M. Only the Finest Brands of WINES and

LIQUEURS will be kept in stock. LIGHT REFRESHMENTS of every description, including Ices, may be had at the lowest prices,

After one trial of the fancy fare at BAY VIEW HOUSE, you will be loth to return to Hongkong.

TELEGRAPHIC ADDRESS: " "BAYVIEW, MACAO." Macao, 7th June, 1905.

NOTICE

THE Public are hereby informed that no change has been made in the Rates of THE MANAGER,

Hongkong Telegraph Co., Ltd. Hongkong, 10th Beptember, 1903.



WEST RIVER BRITISH'S.S. CO.,

Hongkong.

Gold Medals PARIS 1889 \$1900

(2 Brand

HARRIS, CALNEWILTS . England Representatives for Honokong & China, HOWARD & Co.,

50, Queen's Road Central, Hongkong.

Hongkong, 19th May, 1905.

A FOOK & Co., 12, Pottinger Street, Central. General Storbkerpers, Ship Chandlers

AND COMPRADORES, COAL MERCHANTS AND STEVEDORES OF BIXTY YEARS STANDING. LL kinds of Provisions, Coal, Water and

Ballast supply from alongside at the shortest notice and with all'possible dispatch, Moderate terms.

Orders solicita. Hongkong, 33rd February, 1905.

Intimations.

AL GERMAN MAIL LINES. THE YOKOHAMA DOCK CO.,

No. 1 DOCK.

Length inside. 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time topump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons,

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises. Tenders will be made up when required and the workmanship; and material will be w

guaranteed. The cost of Docking, and repair work, will be found to compare favourably we that

of any port in the world. Telephone: Nos. 376, 506, or 681 Telegrams, "Dook, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, Yokohama, May 23rd, 1905.

C. W. MEAD, C. E.,

Is Sel sacting,

Can be used by anyone, even lady or child. Minimum of Price, Weight and Size.

EYES

Hongkong, 10th May, 1905.

President and

N. M. HOLMES, C. E. Vice-President and

A. F. CARRICK, C. E. General Manager,

Shanghai Manager. Hongkong Manager. Manila. ORIENTAL CONSTRUCTION CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS

HONGKONG, SHANGHAI AND MANILA. Cable Address: WERRICK, HONGKONG.

Engineering.

Hongkong, and February, 1905.

Railway Hydraulic A Speciality made Mining and of Reinforced Concrete and Concrete Piles.

Examinations Surveys Reports and

A. 1. and Watkins,"

On all Railway. or Proposed Construction Works.

'MINIMAX"

EXTINGUISHER

MINIMAX SYNDICATE, LIMITED, LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN,

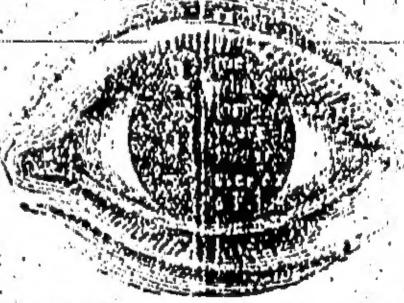
F. BLACKHEAD & CO. LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus. NO HOSE. NO PUMPS. Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine. Guaranteed to remain in working order for any length of time.

SIMPLEST. HANDLING. Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.

, Always ready for immediate use.
Requires only one hand to hold.
Weight only 18 lbs. when full.
Maximum of simplicity and effect.



SHANGHAI.

566, Nanking Road.

OPHTHALMIC OPTICIAN. LAZARUS. 10, D'AGUILAR STREET, HONGKONG, (One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Speciacles for all requirements. All kinds of Repairs. Lenses Ground. Ask, or write, for Illustrated Booklet on "Defective Sight"—free. CALCUTTA,

21, John Street, Bedford Row, W.C. Hongkong, 24th March, 1904.

59, Bentinck Street.

COLD STORAGE.

THE HONGKONG ICE COMPANY. LTD., have now 40,000 Cubic feet of

COLD STORAGE available at EAST POINT. Stores will be Open at to A.M. and 4 P.M. daily, Sur day excepted to receive and deliver WM. PARLANE,

Manager. Hongkong, aand June, 1905.

MEE CHEUNG, PHOTOGRAPHER. TOF FLOOR OF ICE HOUSE. IN Ice-House Road.

IS now in a position, in his New and Com modicus Premises, to eclipse, as heretofore ALL PHOTOGRAPHIC ART PRACTICES In the Colony or in any part of the Far East.

GROUPS AND VIEWS a speciality. ROWs oftenment bure pardmerts

THE HONGKONG STUDIO,

HIGHER CLASS PHOTOGRAPHER, 41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR

DORTRAITS, GROUPS and ENLAR GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS

ON HAND. PRICE VERY MODERATE. Hongkong, 15th September, 1903.



its use Shaving becomes a pleasure. It is [675 manufactured in Sheffield, England, from a special amalgam of steel which makes imitation impossible, and in consequence it enjoys the largest sale of any Razor in the World. Thousands of Testimonials testify that the little "MAB" is the finest shaving implement ever produced. Will be mailed to any address on receipt of the price (\$2), post free,

To be obtained from THE MUTUAL STORES, WATKINS, LIMITED, and all first-class stores n the Colony. Sole Agents for Far East, HOWARD & Co., 29, Des Vœux Road, Central, Hongkong, Agents wanted in every port.

For particulars and terms, apply to-HOWARD & Co. Hongkong, 24th November, 1904..... [61

CALE WEISMANN

THE Public are invited to pay a visit to TIFFIN ROOMS.

The only place of its kind in Hongkong.

A VERITABLE FAIRY LAND. REAL GERMAN FASS BEER ON DRAUGHT.

The rest will be the state of the Entrance-NO. IA, WYNDHAM STREET. Hongkong, sand April, 1905.

Intimation.

LIMITED.

-ALEXANDRA BUILDINGS.--

Des Vaux Road.

FURNISHING DEPARTMENI

(FIRST FLOJR BY LIFT.)

NEW

from \$65 to \$385 a pair.

Stocked in

BLACK AND BRASS. ENAMELLED

GREEN AND BRASS.

ENAMELLED BLUE AND BRASS.

and

ALL BRASS.

BEST

FOR THE ABOVE

reasonable prices.

SOLE AGENTS

for

PATENT

SANITARY

\$14.50 to \$21.50 each.

INSPECTION INVITED.

HONGKONG,

Hongkong, 4th July, 1905,

Untimations.

WANTED

OR the Honokono Seamen's Institute. a GOOD SECOND HAND BILLIARD TABLE. Any Gentleman having one to dispose of is requested to communicate with the Undersigned.

J. H. FRANCE, 5, Lysemun Villas, Kowloon.

Hongkong, 10th July, 1905.

GOVERNMENT NOTIFICATION,

PENDERS will be received at this Office until Noon of MONDAY, the 14th day

of August, 1905, for the PURCHASE of the following PLANT AND MATERIALS, formerly in use on the Praya Reclamation Works (Ordinance No. 6 of 1889' |---

Lot 1. - STEAM TOW BOAT built by the liongkong and Whampon Dock Co. in 1890.

Length between perpendiculars ... 90 feet. Depth moulded...... 8 Compound surface condensing engines, about

24 N. H. P. Lot 2.—FLOATING STEAM DERRICK CRANE

Dock Co. in 1890. Working load 8 tons at a radius of 50 feet. The Crane, built entirely of iron, and mounted on an Iron Pontoon 60' × 6' 6", with semicircular ends, Draft 2' 6" Lot 3.-LIGHTERS (2) for deck cargo (con-

crete blocks.) Built by the Hongkong and Whampon Dock Co in 1890. Constructed of Manila hardwood and Oregon pine, and sheathed with zinc. Dimensions 75' x. 23' x 5' 6". Carry 80 tons on a draft of 3 feet.

Lot 4.-LOCOMOTIVE STRAM DERRICK CRANE by Ransomes & Rapier. Working load 8 tons at a radius of 25 feet.

Also 516 lineal yards of 70 lb. flat-bottomed steel rails, with points and crossings, fish plates, bolts, spikes, and sundry platelayer's

Lot 5 .- Diving GFAR by Siebe, Gorman

2 No. Double Air Pumps. Single Do.

Helmets. 133 lin. feet of second hand Air Pipe.

And a quantity of new underclothing, &c. Lot 6 .- CONCRETE BLOCKS. 150 No., varying from 96 to 144 cubic feet, more or less damaged. Total bulk about 15,301 cubic feet. For full particulars apply to the Public

Works Department. The Government does not bind itself to accept the highest or any tender.

By Command. F. H. MAY,

Colonial Secretary. Colonial Secretary's Office, Hongkong, 30th June, 1905.

NAVY CONTRACT.

TENDERS are invited for the SUPPLY OF MISCELLANEOUS MATERIALS. (Firewood, Lime White Best, Charcoal &c., &c.), from the 1st August, 1905, to H.M. DOCKYARD, Hongkong.

Forms of Tender can be obtained on application to the Naval Store Officer, H.M. Dockyard, and should be returned not later than the 18th July, 1905.

A Deposit of One Fundred Dollars (\$100) will be required when applying for Tender forms to be returned if the Tender is declined. Heigkang, 10th July, 1905....

NAVY CONTRACT.

TENDERS are invited for the SUPPLY OF LABOUR AND JUNKS in connection with the COALING of H.M. FLEET, etc., at Hongkong, for a period of 12 Months from the

1st August, 1905. Forms of Tender can be obtained on application to the Naval Store Officer, H.M. Naval Yard, Flongkong, and should be returned not

later than Noon on 19th July, 1905. -Hongkong, 5th July, 1905.

THE CLUB LUSITANO, LD.

NOTICE.

THE Certificate No. 147 for 20 Shares'ir the above Company numbered 54 to 56, 59 and 63, 63 and 64, 87 and 88, 140, and 178 to 187 all inclusive, standing in the Register of Shareholders in the name of ANTONIO SIMPLICIO GOMES, Junior, having been lost, Notice is hereby given that a Duplicate Certificate for the said Twenty Shares will be issued at the expiration of one cale: das month from the date of this notice, and that the Original Certificate will, unless produced within that period, be hereafter held by this Company as null and void,

By Order, H M. BASTO, Acting Hon, Secretary, Club Lusitano, Ed,

llongkong, 24th June, 1905.

NOTICE.

THE HONGKONG AND CHINA GAS COMPANY, LIMITED, beg to notify the Public that in addition to the recent REDUCTION IN PRICE OF GAS TO \$3.00 PER THOUSAND Gubic Feet, they now offer the following PAVOURABLE TRRMS

to INTENDING CONSUMERS :-1. SERVICES up to 50 feet in length will · be laid FREE.

2. NO CHARGE will be made for METER-

FIXING. THESE CONCESSIONS will only apply to

houses in which the work of fitting internal pipes is carried out by the Gas Company. ESTIMATES for any kind of Gas-fitting will be supplied WITHOUT COST to intend-

ing or existing customers. The Company Hire or Sell all kinds of Gas' Fittings whether for Heating, Cooking or Lighting-and INVITE INSPECTION of their Stock at their NEW SHOW ROUMS at West Point.

GEORGE CURRY, Local Secretary,

LATE I KLEGR AMS.

[N. C. 11, News]

News from the Front.

Tokio, 1st July. It is officially announced that a lapanese detachment dispatched towards Hailung from the Heinying region drove three hundred Russian infantty and cavalry, on the morning of the 20th ult., from Tashatan, two miles [728 | north-west of Yankoursekou, and occupied the northern height.

A party of Japanese occupied, in the afternoon of the 28th ult,, Sanchiafang, twenty-one miles north of a ingeching, and five miles north of Nanshanchengtse, and are still advancing.

Russian Attack on Japanese Fishermen.

Tokio, 1st July.

On the afternoon of the 28th uit., twenty seven Russian soldiers attacked Todoshima, in La Pérouse Strait, which was formerly uninhabited, but has been colonised by adventurous Japanese fishermen since the war began. The casualties are unknown, but six refugees reached Rijirishima on the 30th ult

The Japanese Plenipotentiaries.

Tokio, 6th July. Baron Komura and party had an audience is morning, and were subsequently entertained at an Imperial tiffin, The Emperor has issued a rescript appointing Baron Komura and Mr. Takahira.

The Imperial rescript to the Feace Plenipotentiaries says that the President of the United States, being anxious lest hostilities should run on for years, and being desirous to see a conclusion of the campaign, has proposed to the two Governments of Japan and Russia to send plenipotentiaries to conduct the necessary

nego lations. "Covetous of peace as We are, We reluciantly resorted to arms. Nothing could make Us more happy than that a conciliatory spirit on the part of our adversary should lead to a cessation of hostilities. We therefore promptly acquiesced in the President's overtures, and you will direct your best endeavours towards the restoration of a permanent peace.

WAIER RETURN.

Level and Storage of Water in Reservoirs

on the fist J	uly,			
Y 0 1		LEVEL.		
'	1904		1905.	1
Tytam	€15' i	below	1905. 5'-6}" overflow	belo
Byowash	15' 6	" below	1 11 11"	
	f avergar	.	Joverslow	
Pokiulam	overgo o' :	" above,	o'3}" Soverflow	belo
Wong-nai-	5 0 1	" above	3' '7"	belo
cheang			overflow	•
,	STORA	ge ualli	ONS.	
1_		1904.	-4	1905.
Tylam,	*******	263,340,00	× 338,	780,00

8,207,000 Byzwash.... Pokfulam 66,000,000 65,370,000 Wong-nai-cheorig 25,819,000 30,459,000 Total........... 365, 33,000 438,176,000 Consumption of Water in the City of Victoria

and Hill District during the month of June. Consumption ... 88,893,000 136,650,000 gailons Estimated po-)

338,900 pulation 3 Consumption' per head per 19.9 gallons

Intermittent supply during the whole month f June, 1904. Constant supply during the whole month of

Consumption of Water in Kowloon Peninsula

ading the month	_1004		
Consumptiont	4,418,000	20,356,000	gallon
pulation	68,300	73,950	1
Consumption) per head per	7.0	9.3	gallon
The Government			has the

The Government Analyst reports that the water is of excellent quality. Water Authority.

THE COMMERCIAL TRAVELLER.

There is a good business point, says Mr. C. N. Crewdon in the Philadelphia Evening Post, in how I once sold a bill of goods to a man who had quit.me when I changed firms. We had been good friends in a business way for many years. I thought that he would buy, from me regardless of the line I carried. That was where I made a mistake. The other fellow slipped in on me, and I was out of it for a couple of seasons. In fact, I had quit making the town. When you see you are out of it with a certain man the best thing for you to do is to quit trying to pick grass out of his pasture, and seek to break into other green fields where the fences are not too strong. I chanced to meet my friend Walter on the train in Indiana one day. To be sure, I was not going to be surly about having been turned down. The best thing to do when you are out of it is to ignore the fact altogether, and if a man has been your friend and quit buying goods from you treat him just the same as if he continued to give you his patronage.

"Well, how goes it, Walter?" said I. "First rate," he answered.
I talked with him for an hour—rever mentioning business. We smoked a couple of

always to old times. We had known each other for sixteen years. After a while I saw that he had warmed up to me. This was as we drew near the station. "Where are you going here, Walter,?"

"Just up to meet my daughter, who is coming in on the midnight train." "If that is the case," said I, " and you are free, you are going to take dinner with me to-

night at the hotel." At dinner not a word did I say about business. I knew that was not a prudent thing to do. I wanted to sell him, of course, more than most any one I knew, because it had burt me to lose one of my oldest business friends. After dinner we played billiards. When it came time for him to go to the station to meet his daughter he turned to me and said-"Lock here, old man, I'm certainly ashamed of myself for the way I have treated you. Confound it ! Send me \$100 of such stuff as you think I can use. I will handle it on top of what I have,

anyway. I can use it all right, as I did not buy

very strongly, and next season you just come

round to see me or let me know where I can

meet you, and in the future you shall have my

Insurance.

NORTH GERMAN FIRE INSUR-ANCE COMPANY OF HAMBURG.

ITHE Undersigned AGENTS of the above Company are prepared to accept. First Class FORRIGN and CHINESE RICKS at CURRENT RATES.

SIEMSSEN & Co. Hongkong a8th May, 1895.

Dotel.

HOTEL.

OCCIDENTAL

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT,

ELGIN ROAD, KOWLOON.

Hongkong, 17th May, 1904

Mentistry. THE AMERICAN SYSTEM

DENTISTRY.

M. H. CHAUN, D. D. B. 17, DES VOUX ROAD CENTRAL, HONGKONG. From the University of Pennsylvania, U.S.A. Hongkong 4th Inne, 1904

TSIN TING.

CATEST METHODS OF DENTISTRY STUDIO AT NO. 14, D'AGUILAR STREET.

Consultation Free.

ongkong, toth Inly, 1004

REASONABLE FEES.

Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE. THE Company's Steamship

"LAISANG"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after 4 P.M. the 12th instant, will be landed at Consigness risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co.,

General Managers. Hongkong, 10th July, 1905.

"SHIRE" LINE OF STEAMERS,

NOTICE TO CONSIGNEES. FROM MIDDLESBOROUGH, LONDON

AND STRAITS. THE Steamship

risk and expense.

" DENBIGHSHIRE,' Captain', W. A. Evans, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be sub-All broken, chafed and damaged Goods are to be left in the Godowns, where they will be

examined on the 12th inst., at 2.30 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co.,

Agents.

Hongkong, 6th July, 1905.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"5CHARNHORST" having arrived, Consignees of Cargo are hereby cigars together, and I turned the conversation informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and

Godown Company, Limited, Kowloon, whence delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before 8 A.M., TO-MORROW,

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered efter the 10th instant will be subject to rent,

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 10th instant, at All Claims must reach us before the 15th natant, or they will not be recognized.

Bills of Lading will be countersigned by th KORDDEUTSCHER LLOYD. MELCHERS & Co.,

No Fire Insurance will be effected.

Consignees.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO' LONDON AND STRAITS. THE Steamship

"GLENLOGAN,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before

4 P.M., TO-DAY, Goods not cleared by the 14th instant will at her command a bottle of

be subject to rent. No Fire Insurance has been effected. All damaged packages must be left in the Godowns, and a certificate of the damag obtained from the Godown Company within ten days after the steamer's arrival, after which

no claims will be recognised. McGREGOR BROS. & GOW. Hangkong, 7th July, 1905.

FROM ANTWERP, PENANG AND SINGAPORE.

THE H. A. L. Steamship

ARCADIA!

Captain Schmidt, having, arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside,

Optional Cargo will be forwarded unless notice to the contrary be given before TO

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and

stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant will be subject

All broken, chafed and Jamaged Goods are to be left in the Godowns, where they will be examined on the 15th instant, at 3 P.M. No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE Hongkong Office. Hongkong, 8th July, 1905. FROM HAMBURG, BREMEN, ROTTER

DAM, ANTWERP, PENANG

AND SINGAPORE. THE H. A. L. Steamship

"SPEZIA." Captain Ehlers, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from

alongside. Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY. Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong

and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the Goods

have left the Godowns; and all Goods remaining undelivered after the 12th instant will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be

examined on the 12th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office, Hongkong, 6th July, 1905.

PORTLAND AND ASIATIC STEAMSHIP COMPANY,

NOTICE TO CONSIGNEES. S.S. "NICOMEDIA," FROM PORTLAND (OR.), YOKOHAMA,

KOBE AND MOJI. THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignsture and to take immediate delivery of their Pale Sherry Dry (Gold

goods from alongside.

any case whatever.

any case whatever.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense. No Fire Insurance will be effected by us in

ALLAN CAMERON,

General Agent, Hongkong, 5th July, 1905.

NOTICE TO CONSIGNEES. THE P. & O. S. N. Co.'s Steamer

"JAPAN," FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS, Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by

the Goods are landed. This vessel brings on Cargo: From London, &c., ex 8.8. Rayot. Optional Goods will be landed here unless

mark, and delivery can be obtained as soon as

instructions are given to the contrary before Noon, TO-DAY. Goods not cleared by the 12th instant, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed bour, All Claims must be presented within ten days of the steamer's arrival here after which

No Claims will be admitted after the Goods have left the Godowns. L, S. LEWIS. Acting Superintendent,

dais they cannot be recognised.

Entimations.

THE WORRIED WOMEN. . They say men must work and women must weep; but alas, in this too busy world' women often have to work and weep at the same time. Their holidays are too few and their work heavy and monotonous. It makes them nervous and irritable. The depressed and worried woman loses her appetite and grows

thin and feeble. Once in a while she has spells of palpitation and has to lie up for a dayor two, If some disease like influenta or malarial fever happens to prevail she is almost certain to have an attack of it, and that often paves the way for chronic troubles of the throat, lungs and other organs; and there is no saying what the end may be. Let the tired and overladen woman rest as much as possible; and, above ali, place

WAMPOLE'S PREPARATION a true and sure remedy for the ills and maladies of women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup, of Hypophosphites and the Extracts of Malt and Wild Cherry. Search the

world over and you will find nothing to equal it. Taken before meals it improves the nutritive value of ordinary foods by making them easier to assimilate, and has carried hope and good cheer into thousands of darkened homes. It is effective from the first dose, and probably one bottle is all you may need. It is absolutely reliable and effective in Blood Impurities, Nervous Dyspepsia, Wasting Conditions, Melancholy, Chlorosis, Impaired Nutrition, Scrofula, Low Vitality, and all troubles of the Throat and Lungs. Dr. E. J. Boyes says: " ! have found it a preparation of great merit. In a recent case a patient gained nearly twenty pounds in two months' treatment, in which it was the principal remedial agent." It carries the guarantee of reliability and cannot fail or disappoint you. ... Why accept a substitute? Sold by all chemists.

THE HONGKONG ELECTRIC

COMPANY, LIMITED. NTOTICE is hereby given that the SIX TEENTH ORDINARY YEARLY MEETING OF THE SHAREHOLDERS WILL be held at the Company's Offices, Bt. George's Buildings, on SATURDAY, the 15th July, at 12.30 P.M., for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 30th April, 1905, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 15th July, both days inclusive. By Order of the Board of Directors,

GIBB, LIVINGSTON & Co., · Agents, , Hongkong, 27th June, 1905.

REWARD OF \$5,000. FFERED by the Undersigned for the ARREST and CONVICTION of any Person or Persons who are in the habit of

SMUGGLING large quantities of OPIUM

into this Colony.

CHIN 100 HENG CO., Opium Farmers. Hongkong, 19th June, 1905.



BARRETTO & Co.

General Agents, Hongkong,

SHERRIES. DIRECT SHIPMENTS FROM SPAIN.

Sherry \$8.00 Per :Dozen Capsules) 10.00

Pale Sherry Dry (Red Capsules) 14.00 Gold Sherry (Yellow Seal) 15.00

[12 | Manzanilla (Red Capsules) 16.00

MADEIBA. Do. 16.00

MARSALA,

Gold Capsules\$10.00 Per Dozen

...... 12.00

Agents. Nos. 22 & 24, Bank Buildings.

Queen's Road Central, Hougkong, toth July, 1905.



A. S. WATSON & CO.,

LIMITED.

ESTABLISHED 1841.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

SHERRIES.

BOTTLED BY GEO. G. SANDEMANN SONS & CO., LTD.

Light 1)ry\$13.00. Solera 18.00 Very Pale Dry 18.00 Full Golden 21.00 Pale Dry Nutty 24.00

A. S. WATSON & Co.,

Fine Old Brown 36.00

LIMITED,

Agents in Hongkong and South China for SANDEMAN'S WINES.

ESTABLISHED 1841. Hongkong, 22nd June, 1905.

\$16.00

WILL BUY A CASE,

GREGOR & CO.'S

IMPERIAL.

HIGHLAND

WHISKY

progress has arisen.

in London the 18th inst.

Yen 2,000,000.

administration. - Jiji.

this occasion.

China. The company transacts fire insurance

business only and its reserve funds now exceed

THE report from Lord Kitchener relating to

the Indian Army has been published.

He states that the Indian Army is defective

and inefficient, and unfit for any great warfare.

He concludes by paying a tribute to the en-

lightened methods of the Japanese military

FRIDAY next, July 14th, being the French

National Fête, the offices of the French Con-

sulate, Prince's Building, will be closed during

the whole day. The Consul for France will

be pleased to welcome at his official residence.

10, Macdonnell Road, between 9.30 and 10.30

and between It and I p.m. the British and

foreign officials and officers, as well as his

NOT ONE OF THE BEST

34, QUEEN'S ROAD CENTRAL.

Hongkong, 15th June, 1905.

THREE Chinese who were among the number MIRTH. taken to San Francisco from the Orient by the On 7th July, at Museum Road, Shanghai, the wife of CHAS. E. LINTILHAC of a daughter. steamer Mongolia on her last voyage across escaped from the vessel at the Pacific Mail dock and have apparently got away. Unless Pangiraeg Celegraph the Pacific Mail Company soon effects their

capture it will be liable to a fine of \$1,000 gold

leaving this harbour without obtaining a clear.

ance from the Harbour Master. Mr. Mclyer

said this was becoming rather a common form'

of offence, and gave the department a great

deal of trouble, as they had no means of check-

ing the exports in these junks, and smuggling

could easily be carried on. In this case the

junk was loaded with a full cargo of coal. Mr.

G. N. Orme, fined the defendant \$50 with the

THE following telegraphic information, dated

1st inst., has been received from the Sumatra

Director and Manager of the Maatschappijot

M f .- Bosch-en Landbouwexploitatie in Lang-

alternative of five weeks' imprisonment.

Daily aggregate output of Crude

Crude Petroleum in l'anks' at

Kerr sene made since the date of

Kerosene shipped since the date

Kerosene in stock at Refinery at

date

the preceding half-monthly

of the preceding half-monthly

telegram

date

those with whom he has come into contact

here (his steamer having only recently come

in the property of the steamer of which he was

in command. He is a married man with

WE take the following item from the Western

Daily Mercury of 26th April last :- On Satur-

day last a very pretty military wedding, took

place at tt. Mark's Church, Ford, between Miss

Varcoe (eldest daughter of Mr. and Mrs. J. H

Varcoe, of 84, Barton-avenue, Keyham) and

Staff-Sergeant H. J. A. McCaffery, Royal En-

gineers, Gravesend, Kent. The bride, charm-

ingly drested in white, was given away by her

father. Miss Olive Varcoe and Miss Minnie

Power were the bridesmaids. The bridegroom

was accompanied by his brother, Corporal 'I

McCaffery, Royal Engineers, Guernsey, Chan,

nel Islands, as best man, and supported by

Q.-M.S. Biles, R.R., and other military friends

from Hongkong, etc. The ceremony was at-

tended by numerous relations and friends of

the bride and bridegroom. After the ceremony

a reception was held at the residence of the

bride's parents and during the evening the

happy pair lest for Torquay to spend their

honeymoon. The presents were numerous and

charged with noisy and disorderly conduct in

Ship Street on Thursday night last was resumed

before Mr. F. A. Hazeland this morning. 'The

case had been remanded to allow defendant to

get his witnesses, but in this he failed. Asked

what he had to say the defendant told a re-

.children.-N. C. D. News.

for their disappearance.- Ex.

HONGKONG, TURSDAY, JULY 11, 1905. CHINESE STUDENTS'

FEDERATION. The agitation in China against the ratification of the Chinese Exclusion Treaty framed by the United States Government has had some remarkable results. It has led the Chinese from end to end of the Empire to appreciate the value of unity; it has solidified all classes and clans; it has awakened a spirit of national pride and natriotism that never previously existed, at least to the knowledge of the foreigner; it has aroused the Empress-Dowager herself to protest against her "children" being treated as helots and outcasts in the United States; in fine, it has done more to bring about the regeneration of the Chinese people from viceroy to trader than a hundred decrees, proclamations, edicts, and invasions could have effected. No foreign theorists could have dreamt that the Chinese would have fought for the sake of a principle. Yet they stand shoulder to shoulder in solid phalanx against this measure which casts odium upon the Chinese as a whole. And now, finding the power that they can wield by cooperation, the Chinese are bent on a complete system of reform, to be attained by mutual support." One of the direct results of this agitation is the formation of what is called the World's Chinese Students' Federation. The idea of organising such a society was mouted by the educated Chinese of Shanghai some time ago and on the 1st inst, it took tangible shape. More than a hundred scholars, graduates of foreign universities and representatives of advanced thought, assembled to consider the proposal to establish a World's Federation. Chinese speakers addressed the meeting in English, Mandarin and Cantonese, advocaof the officials, and the dissensions which prevail in China. They claimed that the hope of the country was to be found in her

ting the adaption of the scheme. They did not hesitate to denounce the apathy of the lower classes, the corruption and ignorance students-not the Isterati who ponder abstruse sayings of ancestral philosophers, and court official favour through a carefully turned period and flamboyant metaphor; but [32] those who have been educated in modern eminaries, who have imbibed and assimilated the teachings of the West, and have re alised that until a radical change occurs in the administration of Chinese affairs the country must remain subject to the whim and fancy of every faddist official, and the prey of every foreign aggressor, who deems it wise to divert the attention of his THE case in which Sapper H. Wells was own subjects from the troubles within his own-borders. - What-the-World's-Chinese Students' Federation intend to do precisely, is somewhat difficult to explain. But it obvious that a banded host of educated Chinese, with branches in every part of the world, pledged to stand up for China and the Chinese may, in time, exert an extraordinary influence on opinion. Societies, of the secret order, have ever found favour with the Chinese, but these societies have carned the reprobation of the Chinese Government and foreign powers. A federation bound on

markable story of unprovoked assault upon him by constable McKay, assisted by constable Hynes, while he was acting the part of a good Samaritan to a sailor sleeping in the street, whom the police were ' interfering with," and also said that constable Hynes challenged him to meet him when off duty and he would fight him. He added that five or six sailors stood by and said the police were "behaving brutal" to him, but they did not offer him assistance. mission to conquer by peaceful methods or protest to the police against the alleged should prove vastly more formidable than brutality. One sailor afterwards, when he was few bands of idle plotters. And this is the knocked down, by a blow under the jaw, as he outcome of the feeling of indignation enalleged, from constable McKay, did come to his assistance, but desendant did not ask gendered by the terms of the Chinese Exhim to, nor speak to him. Then they all had clusion Treaty. As a straw shows how the "a bit of an argument" and then he was as wind blows so the formation of this and rested and taken to the Station. Inspector kindred movements shows that a new era of Gauld said there had been many complaint made against the defendant, by the police of the district, for his interfering with them in the LOCAL AND GENERAL. execution of their duties; but this was the first time he had been charged. He was a great trouble to the Police. His Worship, addressing A NUMBER of late telegrams are printed on the defendant, sa'd: I find the charge proved and you are convic ed. As this is the first time you THE German mail of the 7th June was delivered have been charged I shall deal leniently with you, and inflict what I consider a very leinent penalty upon you, to give you another chance. WE have received copies of the annual reports But you are a very troublesome person, and for the year ending 31st March last, of the warn you, and I want to impress this upon you, Meiji Fire Insurance Co., Ld., of Tokio, which that you must behave yourself for the future i the Mitsui Bussan Kaisha represent in South

THE WEATHER,

twelve months.

for if you ever appear before me on any charge

will deal very severely with you; and will

send you to a term of imprisonment with hard

labour, without the option of a fine, You are

warned, and you will pay a fine of \$7, or go to.

gaol for 14 days, and enter into a personal

bond for \$100 to be of good behaviour for

The following report is from Mr. F. G. Figg. First Assistant of the Hongkong Observatory !--On the 11th at 11.55 a. The barometer has risen in Japan, and is little changed elsewhere. Pressure is lowest over N. China, and higha.m., the members of the French community, Pacific towards the Loochoos.

Gradients continue slight, and light S. winds may be expected in the Formosa Channel and foreign colleagues, who may wish to call on the N. part of the Chica Sea.

Forecast;-light S, winds; fine

HONGKONG & SHANG AL BANKING CORPORATION. HALF-VEARLY DIVIDEND.

We are officially authorised to state that subject to audit, the Directors of the Hongkong and Shaughai Banking Corporation will recommend at the forthcoming meeting a Dividend of £1.15.0 per thare, CHAN Chung, a junk master, was charned with

Add to the Reserve Fund ... \$500,000 and carry forward about ...\$1,700,000

THE "TRAVANCORE" INQUIR

CAPTAIN GUILTY. MASTER'S AND MATE'S CERTI

FICATES SUSPENDED. After four lengthy sittings and taking th evidence of thirteen witnesses the Court of Inquiry, held in connection with the stranding. of the sailing ship Travancors and the charges of incompetence subsequently preferred by the

crew against the master, Capt. W. G. Chamber-

lin, concluded their investigation this afternoon. The Court is composed of the Hon. Captain I. A. W. Barnes-Lawrence, K.N., (President); Captain C. P. McCallum, R.N., H. M.S. Tamar, Captain H. Pybus, s.s. Empress of Japan, Captain St. John George, s.s. Macquar.e, and Captain W. obbs, s.s. Taiping .

telegram Cases 74,000 Mr. C. D. Wilkinson, of Messrs, Wilkinson and Grist, represented Captain Chamberlin of 43,000 the Travincore, and Mr. John Hays, of Messis. Johnson, Stokes and Master, appeared for the 79,000

Capt. R. Chenoweth, of the Chinese revenue A REPORT has been received at Shanghai, cruiser Likin, was called and stated, in reply which has caused much anxiety to the friends to the President, that at 8 p.m. on the 2nd June of Capt. Paulsen of the Norwegian str. Freja, the crew of the Travancers came on board of which left Shanghai for Hankow on the 2nd his ship. The captain had previously boarded instant, that he has disappeared. He left here | the vestel and informed him that his crew had on his steamer and is said to have carried out refused to stay any longer on board of the sailhis regular duties until the time of his disap- ing ship so that the men were allowed on the cruiser. About to p.m. the officer on watch on pearance. He is a most popular man with the cruiser told witness that the Travancore was affout. There was a little difficulty in getout to the East), is popular with his crew, a I ting the men to go and assist their captain, but this might have been due to a heavy rainstorm man of considerable means, and also a partter which was passing, though he thought that under the circumstances the men might perhaps have been a little quicker. They were about fifteen or twenty minutes getting away. The crew made no attempt to get the second boat (which only had two rollocks) alongside, so he had to send two of his own crew to assist and to tow the boat across. The men returned to the Likin when they found that the Travancore was not affoat and remained aboard until 6 a.m. the next day.

By Lieut. McCallum-There were eighteen men "all told" from the ship. He did not believe there was an officer with them.

By Capt. Pybus-No request was made to him to refloat the Travancore. He did not think the hawsers had been run out from the ship in a proper manner. He thought the men were waiting for the rain before leaving the Likin; in fact, there was nothing unusual in regard to their conduct. Some men were worse than others. The ship's documents were brought aboard of the Likin on the afternoon of the and .. June; but he knew no reason why the log book was not brought at the same time

By Capt. George-Captain Chamberlin told him, when he requested that the crew be permitted to go on the Likin, that the men were afraid the masts might come down; but did not mention himself that there was any immediadanger. When he saw the Travancore she had only one hawser out, but later on a second was

Henry Wylle, sailmaker, called on behalf of the captain, said he had been at sea for about 29 years; he joined the Travancore when she left England. On the early morning of the 31st May there was trouble with some of the crew on account of their drunken behaviour; the drink had been taken aboard by two men. could not say whether Mitchell was sober or not when the ship left Hongkong. The captain was on deck.

"Was be at any time that morning any the worse for liquor?" asked Mr. Wilkinson. "No, sir," replied witness,

Have you at any time seen the captain the worse for liquor? - No, sir,

Never?-No. 11. Did you see the captain fall that morning?-No. sir. I did not.

Did you see any of the men fell?-Yes, two or three men who had been drinking. Who were they?-Murphy was one, and

myself fell, but I had not been drinking.

Why did you fall?-Because there were a lot of new ropes lying about. Continuing, he said that on the voyage out from home the ship never once mis ed stays, and he looked upon her as a really good ship. On the morning of the 1st June' the crew did not take much notice of any orders and looked frequently give considerable trouble to the as though they did not care whether anything was done or not. Ordinarily they would be smarter than they were then. Had the ship been smartly worked she might have come round then. He heard the captain say, " Hurry up now, boys." When the ship missed stays there was a sort of pinic among the men; everyone was talking and no one was listening. During the time the ship was ashore attempts were made to get her off and the captain was busy the whole time. When told to set the sails and men were ordered to return to the Tra- coming to this port. Arriving alongside of the boat's crew returned to the Travancore sailing boat and boarded her, ordered the crew from Hongkong he heard the second officer | below and proceeded to search for valuables.

ment being given as evidence and this was while the sailing craft had been anchored and

the lifeboats were nailed down. placed. He was in a panic himself when the lunder battened hatches. The master was then ship missed stays.

the others in leaving the Likin; he was in the second boat.

est over the N. part of the China Sea and the the crew brought the charge against the captain. Williams and Ryan took the liquor aboard on the night before sailings Witness was not invited to join the crew in their complaint

(witness) a leged he was drunk. Mitchell was in drink, but not drunk. Mitchell did not tell him to lend Chand just at the ship was going ashore.

By Byrne.-He had seen him tale drink. He had never seen the captain drunk on board of the ship. He did not tell a man named Clarke, the night before leaving Hongkong, that the captain was " as full as an egg."

Mr. Wilkinson considered there was no evidence before the Court to warrant it finding the captain guilty of the charges brought against him. After the vessel went on the rocks the captain accused the men of cowardice, and this being so, naturally, the men were loth to go on a long voyage in the ship with these officers, and took the opportunity here afforded of bringing this charge in order to get quit of the ship and clear of their agreements. He would not suggest any deliberate act on the part of the steersman or men on deck to further their ends, but he would say that the charge was brought on the flimsiest gr. unds. He proceeded to review the evidence,

and said that the captain was perfectly justified

in relying on the vessel's doing what was required of her, as he knew the vessel and he knew her to be very easily handled, and had no reason to believe she would behave differently on this to other occasions. - It was in impudent allegation on the part of the boatswain and carpenter to say that the mate intended to, and expressed his intention scuttling the ship, and on that account their evidence was not worth a moment's consideration or credence. It was utterly improbable that, had he had any such intention he would have told these men of it. If a man intended to rob the office safe, he would not tell anyone of his intention, least of all any of a manner, in the position of clerks. 'Again, he had told these men of such an intention was likely that they would have kept silent al this time? Mr. Wilkinson then spoke of the captain's testimonials whi h were excellent and covered a period between 16 and 17 years, and, no corroborative evidence had adduced that he had ever been seen under the influence of liquo, and, moreover, it was never alleged that on any other occasion he was under the influence of liquor. The most that could be brought against the captain was that he committed an error of judgment, but he was justified in being confident that the ship would go about without trouble, as she had done scores of times before. It was just possible that if he had dropped his anchor the ship might have been saved, but the captain had no reason. to believe it was necessary, and it was ore those things that one can easily advise after the event ! "He would ask the Court not to find the captain guilty of the charges brought against-

Mr. Hays then addressed the Court ridiculing the idea of the captain's being drunk, or of the mate's ever intending to scuttle the ship, and informing the men of such an intention. The Court was then cleared to consider its

THE FINDING.

Upon the Press being re-admitted it was announced that the Court had found the captain and chief mate guilty of careless navigation. The captain's certificate was suspended for nine months and the chief mate's for three months. The crew were ordered to pay the costs of the proceedings.

Further evidence taken before the Marine Court yesterday after con, and unavoidably withheld from our issue last evening was as

M. Bryne, able seaman, stated that he was at the wheel in the middle watch on the morning of the 1st June: For about an hour and a hali the vessel would neither wear nor stay. They tried to tack her three or four times. The chief officer was in charge of the watch. When witness went on deck at 745 on the and, he came to the conclusion that the ship was too near the shore. The order was given by the master "hard a lee," in a proper manner. The order they expected after missing stays was "let go anchor," but they never got it. When the ship struck they were immediately ordered to the boats by the captain. The whole of the crew took to them, and they were hardly in when the captain came and sat on the rail, and asked them if that was what they intended to do. They went on board again, and he saw the chief mate on deck tearing the deck log

and throwing it over the side. By Captain Pybus-The log book was not wrapped up. He was employed catting the starboard anchor, when he drew the ch ef officer's attention to the captain who had fallen down on the poop. The chief officer said he was not supposed to notice that. Witness was present when the bo's'n poir led out to the mate the fact that the vessel was floating.

By Captain George-The man who called him in the morning said they had to turn out early to go about. The book the chief mate tore up looked like the deck log. Witness could not say that it was

By Mr. Wilkinson-The carpenter told him that morning about the mate wanting to scuttle the ship.

The further hearing was adjourned until to-day with the above result.

DESPERADOES IN DEEP BAY. A PIRATICAL ATTACK.

It is a well-known fact that many back characters infest the shores of Deep Bay and authorities. Notorious characters who live by what they can steal, and pirates who find a safe anchorage in the shallow waters off the Canton River are often seen prowling about the Bay awaiting an opportunity to plunder, or even hold up some unsuspecting craft coming down the little waterways from the mainland. A most daring instance of this has just come to light and shows the barefaced manner in which some of these ruffians set about their work. vancors they seemed seluctant to obey. When her some dozen armed men sprang out of the empty and the value of the loot they secured Lieut. McCallum objected to such a state- did not total much more them \$15. Meantaking charge of the cargo boat the robbers Continuing, witness denied that the covers of | made off in the direction of the funk proceeding to Tungkun. They did not take long in over-By the President - He thought his con- bauling her, and once alongside she was quickly fidence as to the ship going about was mis- boarded, the crew ordered below and kept there interrogated and during a struggle which en-By Capt. Pybus.-He was not as smart as sued sustained a nasty sword cut. He was forced to revent the whereabouts of the valuables so that when the robbers left they took By Capt. George,-He did not know why with them \$500 in cash, about \$100 worth of cocoon silk cloth, and various odds and ends totalling close upon another \$100. The master subsequently reported the occurrence at the Santin station and the matter is now in the hands of the Hongkong detective department By C. Michell-He (Michell) took the ship who may be relied upon to do their utmost to through the harbour on the morning that he I ring these desperadoes to book.

ELEGRAMS. HONGKONG TELEGRAPH SERVICE.

CAPTAIN BOUGOUIN SENTENCED.

TEN YEARS' IMPRISONMENT [From Our Own Correspondent.]

Shanghai, 11th July,

10.10 a.m. Captain Bougouin, who was found guilty on a charge of espiorage in Jupan, has been sentenced to ten

years' major penalty imprisonment. [Captain Bougouin, one of the best-known Frenchmen resident in Japan, joined the French legation as military attaché at lokio in 1876. and is said to have inspired such a high regard! and such confidence with the Japinese General Staff that he was employed as an instructor, of the army of the Mikado. He filled this office to the entire satisfa tion of the Government, and when he retired he remained in the immediste environs of Tokio and gave bimself up entirely to industrial in erests of which he had the agency. The relations which he had enthe clerks in that office and these men were, in joyed with the Japanese Government, his former position, and his perfect courtesy brought him special authority, and few Europeans were as well received in a'l quarters of the capital. When the war broke out Captain Bougouin entered into relations with the French Press, which congratulated themselves upon finding out there a correspondent so well advised on the affairs of Japan, He sent many contribut. tions to Le Pelli Parisien and Le Liberte and also furnished those journals with many photographs and various notes. From information which came to the ears of the Japanese police M. Bougouin's house was searched and outlines and rough notes on the war were found and seized. The preliminary examination of the captain and Maki, his Japanese employee, took place a short time ago, when they were found guilty of divulging military secrets, but sentence was deferred. "I he Englishman, Mr. Strange, Capt. Bougouin's stepson, was released on the ground of insufficient evidence.

> PROMINEN'I SHANGHAI MUSICIAN

-ED, H.K.T.]

DROWNED WHILE BATHING.

[From Our Own Correspondent.]

Shanghai, 11th July. 10.10 a.m.

Signor Valenza, the violinist and conductor of the Shanghai Operatio Society, was drowned while bathing at Hongkew yesterday evening.

HE INTERNED "ASKOLD."

SAILORS INSUBORDINATE.

BLUEJACKET IMPRISONED. [From Our Own Correspondent.]

Shanghai, 11th July, 12.80 p.m.

The sailors of the interned Russian cruiser Askold have lately been inclined to acts of insubordination. One bluejacket has been tried and sentenced to be imprisoned for two

The Russian office s are very r ticent over the whole affair.

years and six months.

S.S. "MINNESOTA"

HELD UP IN JAPAN.

The s.s. Mongolia, which arrived here this morning, bringing the American mail, brings also a curious story ment, the s.s. Minnesota which left here some three weeks ago, for the purpose of docking in Nagasaki. The story is to the effect that all the cleaning and painting of this vessel being completed, all was made ready for her leaving the dock, and re-entering the harbour preparatory to her continuing on her voyage to San Francisco, but as she left the dock she ran into a number of Japanese boats, some of which were at anchor, and some under way near the entrance to the dock, sinking several and drowning. as it was reported at the time of the s.s. Mongolla's leaving, between 30 and 40 Japanese. The matter being reported to the authorities the Minnesota was at once placed under arrest, pending inquiries into the cause of the occurrence, in order to place the blamer and responsibility for it where it properly besquare the main yards, the crew obeyed the for. On the night of the 4th inst. a junk trading be- longs. When seen to-day by a representative mer order but refused to do the fatter and also to tween Samchun and Tungkun was coming of the Honghong Telegroph, the agents of the set the mizzen top sail. In fact one of them said down the river at the head of the bay in com- s.s. Minnesota, the Nippon Yusen Kalsha, "we are not going to set the sails; you can pany of a smaller cargo boat bound for Hong. stated that, while they had not received any go and do it your -- self." That was said to the kong, when a sailing craft sped out from the advices regarding this affair, they had been captain. While on the Likin and when the banks and made straight for the ship that was advised that the vessel was delayed in Nagasaki, and that the date of her departure was uncertain, and in the absence of any details had put the delay down to the idea that her docking required more time than they had at say "We've fixed the old man; his ticket's Unfortunately for them the cargo boat was first thought. They were, therefore, unable to furnish any further information on the subject.

SHIPPING AND MAILS.

MAILS DUL Australian (Chingiu) 13th inst. English (Coromandel) 13th inst., 6 a.m. Canadian (Athentan) 18th inst. German (Prins Heinrich) 18th inst. American (China),19th install Canadian (Empress of China) 24th just German (Prine Sigismund) 31st inst.

The Impensi German Mail s.s. Prine Sigismund left Sydney on Salutday at 2, p.m., and may be expected here on gret inst The C. P. R. Co.s s.s. Tarsar arrived at Nagasaki at 7.30 a.m., on 11th inst., and leaves again at 3 p.m., same day for Kobe where she is due to arrive at 5 a.m., on 13th inthe

TELEGRAMS

[Official.]

JAPANESE RE-OCCUPY SAGHALIEN.

RUSSIA'S BLIGHT RESISTANCE.

Mr. M. Noma, Consul for Japan, kindly forwarded to us the following telegrams:-Tokio, July 10, 2.55 p.m.

The official report of the Saghalien landing army states that our army occupied Korsakov carly on the morning of the 8th inst., without much resistance.

The Russians burnt the town of Korsakov. and retired to the position near Soloivka (about seven miles north of Korsakov), where they again attempted the resistance, but, being dislodged by our pursuing force, retired towards Vladinurovka (about 22 miles north of Korsakov).

In this engagement we captured four guns and some quantity of ammunition. No damage sustained on our side.

Tokio, July 10, 5.56 p.m. Admiral Kataoka reports that our squadron arrived at Saghalien waters at daybreak of the 7th inst., and after sea-clearing operations, our transports and a part of our squadron approached to the coast. 'Our combined naval detachment then landed and, without resistance, occupied the position as previously determined. Thereupon a part of our army also landed and relieved our naval detachment. Meanwhile, the enemy's fort on the height south of Korsakov opened fire at our ships which were engaged in clearing the sea, but the latter successfully effected the operations as prearranged. No damage was sustained by our squadron.

At early morning of the 8th inst. three warships and two destroyers were despatched to assist the movement of our army in occupying Korsakov, but they found that Korsakov was already occupied by our army. At 2 p.m. our destroyers entered Chitose Bay, which was formerly called Rososei Bay, when the enemy opened a vigorous fire with field guns, which, howeyer, were finally silenced.

TOGO AGAIN ACTIVE.

Tokio, rith July, 1.55 p.m. Vice Admiral Kataoka reports that the two cruisers and four torpedo-boats, under Rear-Admiral Togo, with troops on board, were despatched to the Kondo promontory (south-western corner of Saghalien) on the 10th instant.

After a demonstrative bombardment the squadron landed the naval detachment and

occupied the promontory. The lighthouse and buildings were found in a good condition.

[Reuter's.]

The "Kniaz Potemkin."

LONDON, 9th July. The Kning Potenikin has surrendered to the Roumanian Government.

I'wo-Russian-warships-have-taken-chargeof the Knian Potemkin, at Kustenji.

The University Cricke - Match. Cambridge beat Oxford by 40 runs.

Prince Arisugawa in England. Prince Arisugawa yesterday visited the Wallace collection of pictures; otherwise he passed a quiet day.

The Japanese in Saghalien. The Japanese landed a force in Saghalien on the 7th instant; the Russians after a

slight resistance retired northward. The following account of the use Russia has been making of the island, which recently appeared in an American paper, may be found of interest:-Saghalien is an attenuated island lying off the eastern coast of Siboria, in the Sea of Okhotsk. Russia has used it as a pena colony since 1869. Among the people of Rus sia it is called the Isle of the Lost. It is well named by them. . No person who is sent to this island ever returns. The government apparently desires to add to this impression of hopelessness by preventing, as far as possible. any description of the life lived there from reaching the people. It would have an atmosphere of gloom hang over the island, It would have exile to this forsaken spot mean the crossing of a yawning gulf into a world from which no word can return. There a false passport is not worth the trouble of writing it. Passport or no passport, it makes no difference. A few foreigners have been able to spend a short time on the island in recent years. It has usually been difficult to secure pictures of the life there. Only those who are sentenced to penal servitude for life because of some great 'crime, personal or political, are sent to Saghalien. The prisons are not great stone dungeons, such as those to which the American is accustomed. They resemble barracks, or great ware-houses. The stockades around the portion devoted to the incarceration of the most violent of the criminals, if constructed around an orchard, would only add to the fun of stealing the apples for an American boy. Leaving the prison, however, is like jumping from the frying pan into the fire, so the temptation to do so is not great. The main prison is divided into three parts, One is for the privileged convicts. The workshops and cells for the best behaved pilsoners are here. The good conduct prisoners, who are permitted to go outside in the day to labour, occupy the middle part. The northern quadrangle is surrounded by strong stockade and overlooked by a watch tower. There are kept the most desperate cri minals, who wear "irons" weighing fourteen pounds, All the prisoners are kept there through the first year of their incarceration .-

The Morocco Question: It is announced that a Franco-German agreement has been reached regarding Mo-

ED, H.K.T.]

rocco. It is stated in Paris that Germany recognises the exceptional position of France on the Algerian frontier.

> [N. C. D. News.] Skirmishes in North Korea.

Tokio, 4th July. It is officially announced that in the North Korea, about four hundred Russian cavalry with arrillery appeared at dawn on Sudday near Noromok, s x miles north of Yusyong, and

were immediately repul.ed northward. A detachment of Japanese cavalry was sent to make a détour far to the north to cut off the retreat of the Russians. They encountered the Russian cavalry fleeing from near Noromok while they were attacking the infantry on the north-western height of Houthonggsi, fourteen miles north of 'usyong, and took some spoils.

Skirmishes in Manchuria.

Tokio, 4th July. In Manchuria, six hundred Russian cavalry, who were approaching I mniuho, on the right bank of the Liao, thirteen miles north-east of Kangping, were repulsed on the morning of

Fileen hundred Russian cavalry were at tacking Shishiku, eight miles north-west of linniuho on the morning of Saturday. The engagement lasted illi dawn on Sanday, when the Russians were repulsed. The Japanese had ninety casualties, the Russians over four

There were collisions between scouls at other places.

A QUESTION OF JURISDICTION. AMERICAN JUDGMENTS IN HONGKONG

The Chief Justice, Sir Francis Piggott, sitting in Original Jurisdiction to-day, heard argument in an action at the instance of Robert Smith, marine ongineer, Seattle, against William Dunbar, trader, carrying on business at Beaconsfield Arcade, Hongkong. The plaintiff stated that in 1504 he obtained judgment in the Ci cuit Court of Multnomah, Oregon. U.S.A. against defendant in the sum of \$1,707.73 gold. He now claimed the recovery of that sum, with interest at the rate of 6 per cent. from 31st December, 1897, and \$50.45 gold as costs. The issue now before the Court was as follows :

" Is the plaintiff entitled to have the judgment of the Circuit Court of Oregon in the United States of America enforced by the Supreme Court of Hongkong against the defendant, who is a British subject, and who was absent from the United States of America at the commencement of and throughout the action in which the said judgment was given, and who has not submitted in any way to the jurisdiction of the said Court in the said action ?"

Mr. H. G. Cathrop, of counsel instructed by Mr. F. P. Hett, of Messes. Brutton, Helt and Goldring appeared for the plaintiff; Mr. H. E. appeared for the defend int.

After hearing argument the Court reserved

HONGKONG POST OFFICE MALIGNED.

A JAPANESE ALLEGATION REPUTED.

The Hongkong Post Office officials already ave so many sins of omission and commission charged against them that when a baseless accusation is launched it b: comes almost a public duty to stand up for the weak and defenceless. The Japan Chronicle of recent date declared hat the Hongkong Post Office had "held up' the mails from abroad, and it proceeded to give particulars. It stated that the Australian mail for Japan arrived at Hongkong by the N.D. L. steamer Pring Waldemar on the 19th June and was taken ashore with the mails for China. then, it alleged, although the Post Office officids knew that the steamer would leave in twenty-four hours she was allowed to depart without any of the Australian mail she carried for Japan The result of this heitious offence was that the merchants in Japan who had cargo consigned to them from Australia were unable to obtain delivery of their goods, because the mail containing the bills of lading and shipping documents had not arrived. paragraph continued: "Should the mail not reach Japan within the next day or two consignees will be unable to get their documents presented at the Customs before the 30th inst. and it is thus probable that cargo which would have been landed under the old Custurns Tariff will have to pay the increased duties which take effect from the 1st proximo.1 ow taking these allegations seriation, it will be shown that the Hongkong Post Office has been trad-ced and maligned by our Japanese contemporary, and that the Post Office officials bave a complete and excellent answer to each and all of the charges. It is admitted to begin with that the Pring Waldemar brought mails from Sydney and Brisbane. These mails were en closed in the bags for Hon, kong and naturally were taken ashore to be sorted here. All the mails for Japan, including the Australian mails, were sent on board the Pring Waldemar next day for Kobe, the first port of call. So that the indictment is wrong on the count that the Hongkong Post Office allowed the Pring Wal- | ture I think it would be better for the Magisdemor to leave without the Australian mails trate to adhere rigidly to the words of article for Japan . But not content with merely saying | 76, and to say whether or not the evidence that the Japan mails were all sent on by the given raises a strong or probable presimption Prins Waldemar on the 20th ult, the Post of the guilt of the accused. The fourth point, Office authorities go further and contend that | therefore, fails. On the fifthland last point Mr. merchants in Japan failed to get their bills of lading and shipping documents, that was simply due to the fact that the people in Australia had not sent them on. In other words the Hongkong Post Office officials have a fine non possumus plea. If merchants in Japan had or have to pay the increased Customs duties let them not blamethe Hongkong Post Office, which on this occasion is immaculate, but trounce the postal authorities of Australia for it is they and they alone who are apparently at the bottom of the trouble. That is, of course, always on the assumption that the Australian shippers posted the necessary bills of lading, etc. How feeble and carping appear the criticisms of the Japanese press when this beautiful refutation of a calumny is taken to heart. "" Complaints have frequently been made to the Post Office at Hongkong regarding the way the mails in transit are detained," says this Japanese critic. "but the Post Office there is apparently beyond the reach of criticism and continues to display the most extraordinary lack of judgment, to say nothing of common-sense." That might

be all very well if the alloged facts were cor-

rect, but, as the Hongkong Post Office has

shown they are hopelessly wrong. And this

is no official denial either; it is a case of mis-

taken identity, in which the Hongkong Post

Office has come out topside,

EXTRADITION OF CHINESE SUSPECTS.

INFORTANT JUDGMENT.

The Full Court delivered judgment to-day n the matter of the extradit on of a prisoner

named Wong Ka Cheung. The Chief Justice, Sir Francis Piggott, read he judgment of the Court as follows: On the hearing of the application for a

hibeas corpus before me on June 6, I referred for argument before the Full Court the second, fourth and fifth points which had been raised on behalf of the prisoner; these points were argued on June 29. The second point was that the prisoner's surrender, though asked for an extradition crime, had in fact been made with a view to try him, for an offence which is not an extradition crime (Article 4 (1) of the Ordinance). On this point the first difficulty which arose was with regard to the meaning of the expression in fact with a view. The learned Attorney General conceded that this question was governed by the ruling in Arton's case (1895-1 Queen's Bench 108). All questions of male fides on the part of the foreign government being put aside, under the English Act the ulterior object of the government to prosecute the person extradited for a political offence may be shown. So, under the Hongkong Ordinance, the ulterior object of the foreign government to prosecute the person extradited for a non-extraditable offence may be shown. In order to prove the ulterior intention in the present case the proclamation of the Brigadier General at Tso Kong in Kwong Sai province was put in. It may, I think, be legitimately argued from this document issued in order to a saist in the work of exterminating bandits from certain villages that although the extradition of Wong Ka Cheung was only demanded for one crime of armed robbery, yet it does show the ulterior intention of the Chinese Government of punishing him, when they have got him, as a bandit. But a bandit obviously means a person who has been concerned in more than one armed robbery. The afterior intention, therefore, if it exist is to try the man for other extraditable offences than the one for which his extradition is demanded; but not for other non-extraditable offences. If this indeed be the ulterior intention, it is fully covered by the provisions of Article 4 (3), which provides that before the extradition is granted an engagement shall be given by the Chinese Government that the prisoner shall not be tried for any offence committed before his surrender other than the 'extradition crime for which his surrender is demanded. The second point therefore falls to the ground. The fourth point was that the prisoner's guilt had not been proved as required by Article 23 of the Treaty of Tientsin. On this point have already indicated the many doubts which I felt in my former judgment; but the solution of them is somewhat easier than I at Pollock, K.C. instructed by Mr. C. F. Dixon | first anticipated. In the first place I accept the learned Attorney General's argument that the words used in Article 21 of the Treaty on proof of guilt' cannot, from the reason of the thing, bear the rigid meaning that the prisoner is to be found guilty. For, in the first place, the trial is to take place in China, and the proof of guilt will be there required according to

hinese law. In the second place the trial not to take place in Hongkong, either under English or Chinese law, and the man will not be punished in the Colony. It would be impossible the efore to determine by what law he up for open space, and thus it was proposed to was to be found guilty. The only possible interpre ation of the words is that the Colonial nuthorities who are entrusted with the proceedings in Hongkong are to be satisfied that the prisoner is guilty. The magistrate is the authority charged with the inquiry and the evidence before bim, under Article 10, is to be such as would justify the committal of the fugitive crim nal for trial at the Supreme Court, if the crime of which he is accused had been committed in the Colony. I have already indicated that there appears, on the face of by the Ordinance. this provision, to be a variance between the I reaty and the local law : for a magistrate can only discharge, not acquit; or commit for trial but not find guilty. But Article to of the Fxtradition Ordinance must clearly be read

subject to Article 76 of the Magistrate's Ordinance, No. 3. of 1890, and by the second part of that article the magistrate is to commit the prisoner if in his opinion the evidence is sufficient, to put the accused upon his trial for an indictable offence, or if the evidence given inites a strong or probable presumption of the guilt of the accused.' This provision is copied verbatim from the English Act, 11 and 12 Vict. c 42., 8 25. What the precise distinction between these two alternatives is I have not to inquire, and the books do not throw much ight upon it. It is sufficient to say that the second condition for committal for trial does exactly fit in with the duty required of the Colonial authority by the Treaty. If the first condition had s:ood alone it would have been necessary to have gone into the question of ultra vices, suggested in my previous judge ment. But it does not, and we are, therefore, relieved from the duty of deciding a most troublesome point of law. Had it been necessary for us to do so we should have received material assistance from the learned Attorney General's able argument. The Magistrate expressed the opinion that the prisoner was guilty. It is impossible to say that in doing so he was not acting in compliance with the law. But in fu-Ferrers admitted that the cases were too strong for him to contend that this Court could review the Magistrate's decision as to facts. The law is too clearly established for this point to be raised. He contended, however, that under

Article 15 of the Magistrate's Ordinance, the Magistrate ought to have heard the complainant-who was, he said, the Chinese officer in charge of the case. But Article 15 is in Part-II of the Ordinance, which deals with Procedure in respect of Summary Offences. There is no such provision in the part which deals with indictable offences. The fifth point therefore, also fails, All the points which the ingenuity of Counsel has raised on behalf of the prisoner have thus been overruled. Al of them were well worthy of consideration some of them of considerable difficulty. The

sum and substance of this decision is that while there have been some deviations from what I consider to be the strictness of practice which the law requires none of them has been sufficiently serious to warrant the procedure being set aside. The writ of Habeas Corpus is therefore discharged.

The Attorney General (the Hon. Sir H. S. Berkeley) with Mr. H. E. Pollock, R.C. (instructed by Mr. F. B. L. Bowley, Crown Bolicitor) appeared for the Crown Mr. H. N. Perrers, of Counsel, represented the prisoner,

NAVAL NOTES-STRANDING OF THE "EXE."

[krom Our \ausi Correspondent.]

Weihaiwei, and July, The Flect regatta takes place on the 18th inst.

H.M.S. Diadem is expected here from Hong-

H.M.S. Glory will probably leave here on the

kong in the course of a few days.

and Iphigenia.

23rd inst. for Hongkong en route for England. In the middle of this month H.M.S. Flora

will go into commission to relieve the Sirius

During a strong southerly breeze on the morning of Thursday, the 29th ult., the torpedo boat destroyer Exe parted her moorings and was blown on to the beach. The Whiting, being under steam, was ordered to proceed to her assistance, and whilst endeavouring to tow her off collided with a picket boat, belonging to the Glory, and knocked a whole in he side, which, in a few minutes, rendered the craft hors de combat, with the result that she was quickly washed up on to the beach close under the bows of the Exe. All efforts to move the destroyer proved futile and as the tide went down the boat was left high and dry. During the afternoon the wind abated and parties were ret to work to remove her guns and all heavy weights aboard. Between 7 and 8 p.m., Government tug succeeded in towing her off. Fortunately that part of the beach where she grounded was sandy, and the destroyer sustained but little damage. The picket boat did not are so well and some time must elapse before she is fit for use again.

SANITARY BOARD.

The usual formightly meeting of the Sanitary loard was held this afternoon in the Board

MOTION BY THE PRESIDENT The President moved :- That the Board hereby authorize Dr. W. W. Pearse, Dr. H. Macfarlane, Dr. W. Moore and Mr. A. Gibson to enter any shop or premises used for th sale or preparation for sale, or for the storage of food, to inspect and examine any food found therein which he shall have reason to believe is intended to be used as human food, and in case any such food appear to be unfit for such use, to seize the same in accordance with section 83 of the Public Health and Buildings Ordinance No. 1 of 1903."

INSPECTORS OF NUISANCES. Correspondence relative to the appoinment of all existing Sanitary Inspectors to be Inspectors of Nuisances under the Sale of Food and Drugs Ordinance, 1896, was laid on the

OPEN SPACES.

An application was submitted by Messra Palmer and Turner for a modification of the requirements of section 138 of the Public Health and Buildings Ordinance, in respect of Nos. 70, 72, and 74 Queen's Road Central. The applicants stated, in order to conform with the requirements for open space, a considerable portion of the site on which buildings now stood must be given ull down all the buildings on the block, portion of which includes the "New Traveller's Hotel," and rebuild the same. These premises are three-storeyed buildings, but to make up for the loss for open space the applicants sought the Board's recommendation that they be allowed to rebuild them to a height of fourstoreys, and to be allowed a depth of so feet for the ground floor, instead of 40 as provided

The Medical Officer of Health minuted: "! agree as to verandahs being confined to the height allowed by the Ordinance—that is not to be carried above three-s'oreys high. As regards depth of ground floor shops, one of them is a corner building lighted from Potlinger Street, and another comes opposite the bickyards of houses facing on Pottinger Street. If the roof of the latter houses were differently arranged it would improve the lighting of the from alongside. middle shops, and I think the 50 feet depth

could be sanctioned for all of them," Mr. A Rumjahn minuted: "Adopt the views of the M. O. H."

PUBLIC WATER.

The Government Analyst reported on samples of water drawn from fountains in Chater Road, Hollywood Road, Pumping Station, Borham Road, and at Yaumati, all of which he found to be of excellent quality. EXAMINATION OF FOOD,...

The Government Analyst submitted a report on samples of beer and milk examined by him, which he found all the beer-six but lesgenuine, and of eight bottles of milk one was

Mr. H. E. Pollock, K.C., asked if there had been a prosecution in the case of the adulterated milk, and, if so, with what result? . The Hon, the President said there had, and ting of \$200 was inflicted.

Since last report 831 houses had been lime washed and cleansed under the superintenence of the Sauitary officials.

. LIMEWASHING.

COMMERCIAL. SHANGHAI PREIGHT.

Writing on the 6th inst., Messrs. Wheelock & Co. state :-

The homeward freight market still remains very dull, about the only cargo going forward being transhipment cargo... Coastwise.-This market still remains very

weak, and there seems to be no prospect of improvement for some time to come. There is almost nothing doing on the coast or river in spite of the very low rates obtainable, and from apan there is hardly any coal to be shipped,

To-day's Advertisement.

NOTICE. A/E have suthorised Mr. D. J. PETI GURAH to Sign our Firm from this

R. S. WOONWALLA & Co. Hong ong, 11th July, 1901.

To-day's Advertisements.

THE HONGKONG LAND INVESTMENT AND ACENCY COMPANY, LIMITED.

A N INTERIM DIVIDEND of \$3.50 per : Share for six months ending 30th June, 1905, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office,...
The TRANSFER BOOKS of the Company

will be CLOSED from the 20th to the 27th instant, (both days inclusive). By Order of the Board of Directors,

A. SHELTON HOOPE"

Hongkong, 11th July, 1905. THE WEST FOINT BUILDING COMPANY, LIMITED.

N INTERIM DIVIDEND of One Dollar A and Seventy-five Cents per Share for six months ending 30th June, 1905, will be payable on the 27th instant, on which date Dividend Warrants' may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 27th instant, (both days inclusive).

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary to the Hongkong Land Investment and Agency Co, Ld Ceneral Agents for the West Point Building Co., Ld. Hongkong, 14th July, 1905.

PUBLIC AUCTION. THE Undersigned have received instructions

to sell by PUBLIC AUCTION. POR ACCOUNT OF THE CONCERNED

THURSDAY, the 13th July, 1905, at It A.M., at their Sales Rooms, No. 8, Des Vœux Road,

corner of Ice House Street, SUNDRY HOUSEHOLD FURNITURE, ELECTRIC POCKET LAMPS and BAT-TERIES: PICTURES, PHOTOGRAPHIC CAMERAS and APPARATUS, JAPANESE CURTAINS, RICKSHAS, CLOCKS, &c.,

One GURLEY LIGHT, MOUNTAIN TR NSIT with Solar Attachment and Tripod, 3 SEXTANTS, One AMERICAN SAFE by New York Export and Import Co., One MANDOLIN and One ELECTRIC FAN. TERMS :-- As usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 11th July, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

" MAZAGON." FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 18th instant, at 4 P.M., will be subject to rent. . No Fire Insurance will be effected by me in

any case whatever. Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an ap-

pointed hour. All claims must be presented within ten days of the steamer's arrival here after which date

they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.

I. S. LEWIS. Acting Superintendent. Hongkong-11th-July-1905

DOSTON TOWBOAT COMPANY NOTICE TO CONSIGNEES.

STEAMSHIP "PLEIADES," FROM TACOMA, VICTORIA, YOKO-HAMA, ROBE AND MANILA.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever. DODWELL & CO., LIMITED,

Agents. Hongkong, 11th July, 1905.

PERTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE: TO CONSIGNEES.

STEAMSHIP "NUMANTI'," FROM PORTLAND (OR.), YOKOHAMA, KUBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON. General Agent. Hongkong, 11th July, 1905.---

THE DAIRY FARM CO., LIMITED.

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Hongkong, 11th July, 1905.

Intimations.

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OF MAKES. Hongkong, 8th June, 1904

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A Very Large Assortment of

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TELEPHONE No. 536. Hongkong, 8th July, 1901,

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	GLASGOW	and	LIVERPOOL	********	" PATROCLUS,"		
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	FOR	STEAMERS TO	SAIL
	LONDON, AMSTERDAM & ANTWERP	" HYSON "18th	July
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	LONDON, AMSTERDAM & ANTWERP	" AJAX "	August.
	LONDON, AMSTERDAM & ANTWERP		19
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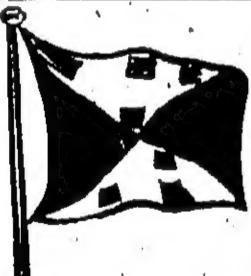
Hongkong, 11th July, 1905.	- 35 · .	AGENTS.	· [#
CHINA NAVIO	5TRAI	MERA. TO	ITED. SAIL
MANILA, ZAMBOANGA, PORT WIN, THURSDAY ISLAND, C TOWN, CAIRNS, TOWNSVILLE, BANE, SYDNEY and MELBOU	DAR- COOK- BRIS- RNE	FU" * ‡ 14th	10
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KOBE	" TAIYU.	AN " 15th	11
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> "YING KING," 1,088 tons, Registered.

Captain E. J. Page, will leave Hongkong for Canton every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9.30 F.M. returning to Hongkong every TUESDAY, THURSDAY and SATURDAY, about & P.M. On SUNDAYS she make an EXCURSION TRIP to MACAO, leaving Hongkong at 8,30 A.M., and returning from Macao about

The "YING KING" is especially fitted for these runs, is the newest, fastest and most luxuriously furnished steamer on the line and is lighted throughout with Electricity, also hot and cold water is supplied.

First Class single journey to Canton ...\$3.00 to Macao 1.00 First class singlé journey with Cabin 2.00

(to Macao 2.00 with Cabin 3.00

Breakfast, Tiffin or Dinner \$1 each only Wine and Spirit of the best brand are used. The wharf in Hongkong is at the West end of Wing Lok Street. The wharf in Macao is the same as the

S.S. Perseverance.

For further information, apply to the Office of YUK ON S. S. Co., LD., No. 216, Wing Lok Street, Hongkong, Messrs. WENDT & Co., Canton Agents.

Hongkong, 17th May, 1905 STEAM TO CANTON.

S. A. NORONHA, Macao Agent.

THE New Twin Screw Steel Steamers "KWONG CHOW"....1,309...J. P. MARTIN.

"KWONG TUNG"...1,238,..H, W. WALKER. Leave Hongkong for Canton at 9 every evening (Saturday excepted). Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted). These Fine New Steamers have unexcelled

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The Company's Wharf is a short distance West of the Harbour Master's Office, SHIU ON S.S. CO., LD., and YUEN ON S.S. CO., LD. No. 8, Queen's Road West. Hongkong, 26th June, 1905.

HONGKONG-MACAO LINE.

S.S. "WING- CHAI," Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days, at 7.30 A.M. and on Sundays at 8.30 A.M. Departs from Macao on Week Day: at 2.30 P.M. and on Sundays at 5.30 P.M.,

FARES :- Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; and Class, \$1; 3rd Class, 50 cents. Every Sunday will be an Excursion, at the following rates:-Ist and and Class, Single

Ticket, \$1 ; Return, \$2; 3rd Class, Single, 30 cents, Return, 50 cents; Steerage, 10 cents. Breakfast, Tiffin and Dinner can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on pro-duction of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Stermer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street. MING ON & Co.,

and Floor, No. 16, Victoria Street. Manakang, 13th June, 1005. EASTERN AND AUSTRALIAN STEAM-

SHIP COMPANY, LIMITED. FOR SYDNEY AND MELBOURNE,

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.) THE Steamship

"AUSTRALIAN,"

Captain McAnhur, will be despatched for the above Ports, TO-MORROW, the 12th instant,

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage. Accommodation for First Class Passengers and This Steamer is installed throughout with are lit throughout by Electricity. Electric Fans the Electric Light.

A duly qualified Surgeon and Stewardess are N.B.-To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms. .

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, trth July, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED BAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

			1,000			
* · *	" For	• ,	Steamship	•	On	
S'GAPORE	e, s'rabaya	&SAMARA	NG.HINSANG	FRID	AY, 14th July, 3	P.M.
SHANGH	Al	**********	FAUSANG+	FRID	AY, 14th July, 3	P.M.
MANILA		*************	LOONGSANG	*FRID	AY, 14th July, 4	P.M.
			WOSANG			
			ALAISANG* .			
4 Toking C	area on thron	ch Bills of La	ding to Chefon Tien	tsin. New	chwany and Yan	etsza Po

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

For Freight or Passage, apply to

Hongkong, 11th July, 1905.

JARDINE, MATHESON & CO., General Managers.

ASIATIC STEAMSHIP

PROPOSED SAILINGS FROM HONGKONG; VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH THE DRECON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Day	light on
"NUMANTIA"	4,370	Brehmer	July 22nd,	1905.
	_	Metzenthin		a′ μ ′
		Schuldt		
		Wagemann		
e S.S. "Arabia" left Por				
Though Dille of Ladi				

'nited States Points. For through rates of Freight and further information, communicate with or apply to ALLAN CAMERON, General Agent.

NAVIGAZIONE GENERALE ITALIANA (Florio and Rubattino United Companies). STEAM FOR BOMBAY VIA SINGAPORE AND

PENANG. Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN

and GENOA, ENICE and TRIESTE, all MEDITER.

RANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCE-

LONA, VALENZA, ALICANTE, ALMERIA and MALAGA). THE Steamship

"ISCHIA," Captain Cogliolo, will be despatched for the above Ports, TO-MORROW, the 12th instant, at Noon, instead of as previously advertised. At BOMBAY, the Steamer is discharging in VICTORIA DOCK. For further Particulars regarding Freight and Passage, apply to

Agents. Hongkong, 11th July, 1905. 745 BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED. FOR AMOY, STRAITS AND RANGOON. THE Company's Steamship

CARLOWITZ & Co.

"PUNDUA," Captain Swanson, will be despatched as above, on SUNDAY, the 16th instant, at Daylight." For Freight or Passage, apply to JARDINE, MATHESON & Co.,

Hongkong, 10th July, 1905.

THE AMERICAN & ORIENTAL LINE FOR NEW YORK AND BOSTON. (With Liberty to Call at the Malabar Coast) THE Steamship

"AFRICAN PRINCE," Captain MacFarlane, will be despatched for the above Ports on or about WEDNESDAY, the 12th July. For Freight, apply to ARNHOLD, KARBERG & Co.,

Hongkong, 28th June, 1905. RECULAR STEAMSHIP

TO NEW YORK, VIA PORTS AND SUEZ CANAL. (With Liberty to Call at Malabar Coast)

PROPOSED SAILINGS FROM HONGKONG. Steamship "ST. HUGO" 4th August, 1905 For Freight and further information, apply

DODWELL & Co., LIMITED, Hongkong, 30th June, 1905.



Intimation.

THE HONGKONG TELEGRAPH.

I, ICE HOUSE ROAD HONGKONG,

CABLE ADDRESS,- Telegraph, Hongkong.

HE leading English Newspaper in China Also widely circulated in Japan, Cochin China, Ceylon, India and the Far Rast

ublished for despatch by the homeward mai The daily is recommended as more generally suitable, except for subscribers in Europe or

A special feature is made of full and accurate reports of local occurrences, and of maters of general interest.

ADVERTISING DE ARTMEST.

The 1 Hongkong Telegraph medium for advertising in China. It circulates largely among all classes of the community, the largest daily newspaper and has wider circulation than any journal in the. Far

Special attention given to effectively displaying advertisements.

divertisement- is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted This standard runs exactly eight lines to the nch, and about eight worth to the line,

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages I each insertion in the Daily and Weekly."

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach he Hongkong Telegraph Office not later than

doon of the day they are intended to appear. Unless otherwise specified all advertisements

will be repeated and charged for until counter-

JOBBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES,

PAMPHLETS, CARDS.

UIRQULARS

EXPRESSES.

All job printing is done ander European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work or pplication to

THE MANAGER,

HONGKONG TELPGRAPH CO., LD, I Ice House Road Hongkong.

THE SINGAPORIS DOCKS.

Tanjong Pagar Dock Company has passed away in what we may term its adolescence, as commercial undertakings grow. Its progress during the short forty years of its existence, remarks the Singapore Free Press, showed that with careful guidance and upbringing it had a brilliant future before it. Unfortunately a period was put on its development which has: led to the change of guardians which takes place to-morrow (30th June). Government will in less than 24 hours formally take over what we think may be justly termed the most successful commercial enterprise ever entered into by any body of men in 'ingapore. That a concern which in 1865 set itself to capture some of the trade of the 1,447 vessels which annually arrived in Port, and which in 1867 berthed eighty steamers and forty-five sailing vessels, it was and did \$9,300 worth of repairs in six months, should twenty years later show a wharf working account of seventy thousand odd dollars and dock and machine shop account A daily newspaper with weekly edition of nearly the same amount, gives ample evidence of vitality. In late years the earnings of the company amounted to over a million a year, whilst the half yearly balance on profit and loss, amounted last year to over a quarter of a million. Such is the business Government now takes over. A business with miles of wharf accommodation, docks, ship-building and repairing shops, and a good-will . f inestimable value, since it holds a practical monopoly of docking facilities.

The history of the Company has often been told, but that is no plea for not repeating something of it. The idea of docks occupied men's minds here as far back as 1845, when Mr. Jacob C'unis proposed the construction of a dack on land opposite the house of the late Sultan of Johore. It was to be 300 feet long and was to be ready in a year. The cost was estimated at \$10,800, representing a vasily different amount to what it would to-day, and the profit was estimated at ten and a half per cent. It is a singular coincidence now that the present concern has reverted to Government, that a special Government committee reported on this suggestion favourably. Some years later the work was nearly carried through, but at the last moment Clunis was turned out by the Government on the ground that he had no title to the land, and had to submit to see the loss of all his labour without getting a farthing's compensation.

The first successful dock was that, made under Captain Cloughton of the Apear line, at New Harbour. This was completed in 1859 and was followed by another in 1867. These docks were made of granite and remain to testify to-day to the excellent workmanship, The actual proposal of docks at Tanjong Pagar appears about 1861 and two years later appeared the first prospectus bearing the names of Gilfillan, Harrison, Smith, Tan Kim Cheng, Davidson, Wilsone, Cramer, Lalla, and Thomas Scott as Committee. The capital was to be \$125,0.0, later increased to \$200,000. The Victoria dock was formally open by H. E. Six Harry Ord in 1868. A year later the opening of the Suez Canal proved to be the making of the Company. ' 1879 the second dry dock was opened by Il. . the Administrator Col. A. E. H. Anson. In 1881 a joint pu se was established with the New Harbour Dock Co., in 1885 the Borneo-Wharf property was bought for a million and taken over, giving Tanjong Pagar an unassailable position, which it has maintained and improved up to the present

The events which have of late years led up to Government intervention are too fresh in the public mind to need repetition, but it may be interesting to note one or two bad experiences which have befallen the Company during its career. In 1865 during a rough tide, 120 feet of a newly constructed wharf and wall were swept away, causing a loss of over sixteen thousand dollars. Twelveyears later came the greatest fire Tanjong Pagar, er Singapore for the matter of that, has ever experienced. It broke out of all days on a Friday, and that too the 13th, and although the employees, the Artillery, the 74th High-landers, and the men from no less than five warships in Port, aided in the attempt to quell it, they could do no more than stop the spread of the flames. The wharves and godowns were saved, but over forty thousand tons of coal burned, and the fire lasted a fortnight. The loss was estimated at over fifty-three thousand dollars, and yet the dividend of

twelve per cent was not affected. In recent times there was the unfortunate and deplorable end which overtook Mr Rutherford in 1902, which through it may not be counted in the actual history of the docks, was yet a severe blow to the Company.

And so with a brief and wholly inadequate resume of the life of this company we say farewell, trusting that under the paternal care of Government the growth of this splendid undertaking may be festered with even more regard to the future of Singapore, than has sometimes been the case in the past. The Board will elect its Chairman to-morrow and everything will go on as usual.

WORLL'S OLDEST INHABITANT

The world's oldest inhabitant is said to be a giant tortoise, who spends his time near a stove in a naturalist's place at St. Louis, Toto is his name, and we are told that he was grown when Columbus sailed. He was middle-aged and of family when the Purlians landed on Plymouth Rock. When James, town was founded he had a city of his own. Age had begun to leaden his faculties when Napoleon swept Europe. Toto may live to see Macaulay's New Zealander explore the ruins of London.

A mark was put on his shell early in the seventeenth century. He has carried the naked children of the Seychelles Islands; hehas carried the midshipmen of the forgotten. wooden frigates of Nelson's days. Terhaps Drake's hardy mariners rode him. The chil-dren of the World's Fair were his last riders. For centuries Toto has lived and woosd. Tigers have broken their talons on his sharded back, Elephants have vainly tried to crush him. Balls have glanced harmlessly from his: shall, to-day he huddles by the fire, the one indestructible, undying animal of earth. Like the Indian and Yogi, he dozes and dreams, and

nly asks warmth and a bite to eat." The deep indentations on Toto's shell determine his age. It is cortain that he was full grown when Captain Cook sailed in the Pactfic and gave his name to fame. Toto survived, and will survive, perhaps, when all the merry, tots who have ridden him die grey haired men and women.

- 5 I C

C. St. lames, to a,m.

THE END OF THE CRUISER "TAKASAGO."

AN INTERESTING STORY.

After the great haval buttle on August 10th last outside Port Arthur, the remaining ships of the Russian squadron at Port Arthur, took shelter deep in the harbour, only one or two of the vessels occasionally venturing out. The Japanese fleet maintained the blockade of Port Arthur, the main force remaining at the third advance base. The fast second-class cruiser "Takasago," of 4,200 tons and 24 knots, completed repairs at Kure early in December 1904. and proceeded direct to the Pechili Gulf to resume her blockade service. She steamed twice' along the coast of the gulf, and in the forenoon of December 11th she arrived at a certain point | Eva, Nor. e.s., 1.926, Salvesen, 10th July,at the entrance of the Gulf, to coal. It was snowing hard at the time, with a piercing northerly wir " and high seas, and the collier did not arrive at the time appointed. On the following day the cruiser visited the same place and waited for the collier, but the stormy seas had evidently prevented the vessel from keeping the appointment, and the "Takasago" was compelled to drift during the day in order to save coul and to steam slowly at night, Shortly after 12 o'clock midnight on the 12th December, with only the watch on deck, the cruiser was slowly steaming on the east of the gro p of islands at the entrance to the Gulf, 25 miles south of Port Arthur, when a terrible explosion took place on the portside, sending a cloud of water high in the air. It was evident the cruiser hadostruck a mine at the water-line amidships, and through a large hole, about six feet square, tons of water were rushing with tremendous force. In a very short while the ship listed heavily to port. Captain Ishibashi quickly mounted the forebrigde, and Commander Nakajama second in command, at once gave orders to try and check the inrush. The collision mats were got out, boats wore lowered, and all measures taken to save ship and crew. All the efforts made, however, were of no avail, although coal, ammunition, and other heavy articles on the portside were jettisoned to sight the war-ship. The list increased and it became apparent that the cruiser must shortly sink. Fifteen minut, after the mine struck the electric light was suddenly extinguished, the only light that remained being that on the bridge it was found the boats on the starboard could not be lowered on account of the heavy list to rort, and only a lifeboat, always ready, could be lowered with difficulty. On the portside the steam-launch was smashed and useless, and only a cutter and temma boat were serviceable. These three boats being lowered, the fixed number; of men entered them, no one else attempting to leave the doomed ship. Forty-two minutes after midnight the disaster was communicated to

the Fleet by wireless telegraphy. The end was now very near. Captain Ishibashi on the forebridge assembled the 500 officers and men still on the vessel, and announced that everyone should place a lifebouy on and remain on board as long as the ship was affoat. A dead silence followed this brief order. Every man was determined to die with his ship.

An hour after midnight the clear notes of the bugle were heard. All on boards joined in singing the "Kimigayo," after which Captain Ishibashi led in three "Banzai" for the Emperor, and cheers for the Empire and Navy, followed by the song of the "Brave Sailors." men were now allowed to smoke, and soon the strange sight was presented of officers and men seated in all parts of the ship smoking and quietly waiting for the ship to go down, Round about them was darkness. The seas were higher than before, the snowstorm had increased, and the cold was intense. An hour and eight minutes after the mine had struck the last moment came. Suddenly the vessel - assumed-an-upright-position-and-then-plunged

beneath the waves. Five hundred officers and men were struggling in the water: The three boats which were lowered endeavoured to save as many men as they could, but they themselves were in great peril, and practically helpless in the gale. Presently through the darkness the flash of the searchlight told that help was approaching in response to the telegraphic message. In a few minutes the dispatch-boat "Otowa" had arrived and was doing what she could to rescue the living. In a very short while three boats from the "" town," assisted by the three boats of the "Takasago," had rescued 140 officers and men, including Captain Ishibas i. Of these a number subsequently died from exposure. Two hundred and sixty officers and men met the fate they had faced culmly when waiting for the warship to sink .- Jupan Chronicle.

WHEN IS A WOMAN OLD!

Notwithstanding the abundance of discussion, serious and otherwise, during the last few weeks, as to an age-limit of the usefulness of men, the newspapers have kept a chivalric silence as to the age 'at which women should be retired from active service, observes the Youth's Companion. There are certainly Aldershot, Br. s.s., 1,354, Adam, 5th July,some offices which they would have to leave undone if they were to be laid aside when they reach the age of forty.

For example, there is the art of being a grandmother-one of the most agreeable and useful of a woman's accomplishments. It has the joys of motherhood without its responsibilities. The grandmother at forty is only the Empress of Japan, Br. s.s., 3,039, Henry beginning of a grandmother, at sixty she has a small store of whooping-cough and college 'scrapes' and love affairs and widdings on which she may draw as occasion requires. But at eighty the accumulation is really splendid, and yields a new treasure for each grandchild. There is no advice which so commends itself to the boys and girls as the advice of the right sort of a grandmother-sympathetic without feolishness and courageous without sternness OF DATTOWNess.

The grace and the repose of the grandmother preserve ideals for the younger generation which the strenuous demands of the world, too often force the mother to neglect. The art of staying at home and yet keeping a travelled mind and spirit is not acquired before seventy; cure for restlessness, as well as for ignorance.

" "What are you going to do with your telsure?" asked a friend of a woman of seventy, who was resigning some of her lifelong duties to other hands.

I am going to have it," replied the wise old woman, " and that will be enough pleasure for the next ten years. By that time I may want | Kaifong, Br. s.s., 986, E. Finlayson, 8th July,- | every evening at 5 p.m. On Sundays the spalls to do something else with it,"

plage at a fixed age, ...

whithbing:

Taksang, Br. s.s., 977, McGlure, 9th July,-Wuhu 5th July, Rice .- J., M. & Co. Rubi, Br. s.s., 1,619, A. H. Notley, 10th July,-Manila 8th July, Gen.-S., T. & Co. Pleiades, Br. s.s., 2012, F. G. Purington, 10th

July,-Manila 8th July, Gen.-D. & Co., Chowfa, Ger. s.s., 1,055, F. Spiesen, 10th July. -Bangkok and Swatow 9th July, Rice and

Wood.-B. & S. Tsintau, Ger. s.s., 1,006, O. Koch, 10th July,-Bangkok 1st July, Rice and Gen.-B. &

Keemun, Br. s.s. 5,727, R. Conradi, 10th July, -Singapore 5th July, Gen.-B. & S. Cardiff 17th May, Coal.-Order. Manche, Fr. s.s., 3,400, Norward, 10th July,-

Haiphong 7th July, Gen.-M. M. Numantia, Ger. s.s., 2,804, H. Brehmer, 10th July,-Moji 5th July, Gen.-P. & A. S. S

Tonkin, Fr. s.s., 3.084, A. Charbonnel, 11th July,-Marseilles 11th June, and Saigon 8th July, Mails and Gen .- M. M. Mongolia, Am. s.s., 8,750, W. P. S. Porter, 11th

July,-San Francisco 7th June, Honolulu 13th, Yokohama 27th, Kobe 2nd July, Nagasaki 5th, and Shanghai 8th, Mails and Gen. -P. M. S. S. Co. iphigenia, Br. cruiser, 3.600, W. B. Fawckner

11th July,-Singapore 6th July. falma, Br. ss., 4,913, G. W. Cockman, 17th July,-Moji 6th July, Gen.-P. & O. S. N.

fjilatjap, Dut. s.s., 2,495, H. Koops, 11th July, -Macassar and July, Gen.-J. C. J. L. Haiching, Br s.s., 1,267, A. E. Hodgins, 11th July,-Foochow via Amoy and Swatow 10th July, Gen.-D., L. & Co.

Clearances at the Harbour Office. Haitan, for Swatow. Hongkong, for Haiphong. Palma, for Manila.

Hanoi, for Holhow. Jacob Diedericksen, for Holhow. Amigo, for Haiphong. Tonkin, for Shanghai Ping On, for Haiphong. Lightning, for Singapore. Team, for Manila. Tjimahi, for Singapore. Glenlogan, for Shanghai.

Departurer.

July, to. Taksang, for Canton.

Oceanien, for Europe-Andres Richmers, for Swatow. Glaucus, for Singapore. Haitan, for Coast Ports. Tungshing, for Canton. Tonkin, for Shanghai, &c. Kwongsang, for Shanghai. Shacksing, for Shaughai. Hongkong, for Haiphong. Amigo, for Haiphong. Team, for Manila. Lightning, for Calcutta.

Passengers arrived.

Per Keemun, from Singapore-220 Chinese. Per Rubi, from Manila-Mr. and Mrs. J. G. Messrs, Goulter, J. B. Green, A. M. Timke, F A. Anderson, A. D. Walk, H. J. Black, Major S. D. Rochenbach, U.S.A., Capt. Gesby, U.S.A., Mr. A. Caldwell, Judge R. M. Dittey, Messrs. Tse Hoan Chai, F. Go Tua, and 170 Chinese.

Per Mongolia, from San Francisco-Mr. and

Mrs. Barnes and infant, Mesers. A. E. McFarland, S. R. Guthrie, G. B. Kimball, Mrs. E Marston, Mr. A. W. Morse, Mr. and Mrs. R. H. Neely, Mr. and Mrs. A. K. Resser, Messrs... W. Towne and A. G. Crane From Honolulu - Mrs. Am Tam Shee. From Yokohama-Mr. H. Heleker, Capt. R. H. Cutts, U.S.M.C., Mr. C. Craig, and Mr. and Mrs. C. J. McCaskey. From Kohe-Mr. F. E. Shaw, Mrs. I. Carter, Miss M. E. Carter, and Mr. G. E. Dow. From Nagasaki-Mr. D le Roy Topping. From Shanghai-Messrs, W. S. Davidson, C. W. Frankel, E. Freyvogel, H.E. Chau Tung: Shang, Mr. To Fang Fu, and 188 Chinese.

Per Tjilaijah, from Macassar - Messrs Brodderson, Tette and Weisberger. Per Hatching, from Coast Ports-Linut. C. Hughes, Mesurs. Bolles, Castro, Sanabe, and

Shipping Report

Str. Tsistau from Bangkok :- Fine weather, moderate S. winds throughout.

Str. Rubi from Manila:--Light variable winds, smooth sea, fine clear weather through-

Str. Plelodes from Manila:-Light variable winds and calms, and smooth sea, fine clear weather the entire passage.

Veskels in Port.

. STRAMERA.

Canton 5th July, Gen .-- D. & Co., Ld. Baron Fairlie, Br s.s., 2,223, J. I. Ullstrom, 6th July,-Calcutta toth June, Coal,-Order. Bourban, Fr. s.s., 990, Sisco, 10th July,-Saigon 6th July, Rice.-Chinese.

Chowtai, Ger. s.s., 1.115, H. Textor, 5th July, -Bangkok 29th June, Rice, -B. & S.

Pybus, R.N.R., 4th July,-Vancouver 12th June, and Shanghai 1st July, Mails and Gen.-C. P. R. Co.

Garmania, Ger. s.s., 1,715, T. Peterson, 5th July,-Hoihow 4th July, Rice.-J. & Co. Childar, Nor. s.s., 1,102, Arnesen, 9th July,-Calcutta 23rd June, Coal .- Asgaard,

Thoresen & Co. Glenlogan, Br. s.s., 3,740, ', McGregor, 7th July,-London and Siggapore 1st July, Gen,-McG, Bros, & Gow.

Hanoi, Fr. s.s., 738, P. N. Merlees, 10th July, -Haiphong and Hoihow 9th July, Gen.-

Hero, Nor. s.s. 2,418, O. Syvertsen, 8th July,-Kuchinotzu 1st July, Coal.-M. B. K. Travels beside a fireplace are grandmother's Hinsang, Br. s.s., 1,400, G. Davies, 8th July, -Java 29th June, Sugar, -J., M. & Co. Ischia, Ital. s s., 2,781, C. Andrew, 6th July,-Singapore 30th June, Gen.—C. & Co.

Jacob Diederichsen, Ger. s.s., 623, B. Ohlsen, roth July,-Hoihow 9th July, Gen.-J, &

Cebu 4th July, Hemp and Sugar .- B. & S. | will be closed at 9 a.m. -Bangkok and July, Rica,-B. & S.

Kirkfield, Br. s.s., 2,191, T. B. Waisin, 9th. July,-Galcutta a.sad June, Coal.-J., M.,

Laisang, Br. s.s., 3,460, P. M. B. Lake, 9th July,-Calcutta 24th June, Penang and Singapore 4th July, Gen. J., M. & Co. Loongsang, Br. s.s., 1,092, G. S. Weigell, 10th July,-Manila 7th July, Gen .-- J., M.

Newby Hall, Br. s.s., 2,840, A. Buck, 6th July, McPherson, J. L. -Barry 26th May, Goal .- Order. Oanfa, Br. 4.5, 5,676, T. Bartlett. 4th July,-

Shanghai 1st July, Gen.-B. & S. Sungkiang, Br. s.s., 1,021, Pennefather, 8t July,-Swatow 7th July, Gen.-B. & S. Taiyuan, Br. s.s., 1,459, L. Dawson, 20th June, -Australia via Ports and Manila 24th June, Gen .-- B. & S.

Telemachus, Br. s.s., 1.300, J. Williamson, 5th July,-Saigon set July, Gen.-Order. Tjimahi, Dut. s.s., 2,475, N. do Brouwers, 81 July,-Kobe and Moji 4th July, Gen.-

SAILING VESSELE. Combribarrk, Br. 4-masted ship, 2,151, George and June,-Cardiff, and Jan., Coal. Government.

Steamers Expected.

Vesse's	From	Agents	Due
Benlarig	Singapore	G., L. & Co	fuly x
Coromandel	. Singapore.	P. & O. Co	July t
Chingtu	Kobe	B. & S	fuly t
Silvia			fuly 1
Prinz Heinrich	. Colombo	M. & Co	fuly 1
Athenian	. Vancouver.	C. P. R. Co	Tuly 1
China	Japan	P. M. Co	July to
Emn. of China	Vancouver	C. P. R. Co	July 2
P. Sigismund.			
Arabia	Portland	P. & A. Co.	ug.
Ras Dara	New Vork	S., T. & Co	Aug. 2

Pongkong & Whampon Dock Returns.

Travancore	af	Kowloon >	Po	
Humber	N .	f 40	,	
Germania	**	ady (V	11.0	
Taiyuan	44	и .	61	
Manche	1+	Cosmonolitan		
Chowini	40	· H	4.	
Allemannia		Aberdeen		

Ships Passed The Canal. .

Outward-rath June-Austria, Benlarig, Den of Crambie. 17th June-Liberia, Grafton, Hudson, Keemun, Fengtien, Potrocius, Verdande, oret fune ... Saufagrave," 24th June - Tydeus, Renturnue, Malacea, Pat Ling. 27th Jung-Rerledi, Diomed. anth June-Witter kind, Achiller, Agincourt, 4th . Intv-Pooma, Benaider, Sydney, Pyrrhus, Athali, Stuttgart, Bornexchange, Karana, Oteano, Rhenania. 7th July-Antenor, Rovern, Candia, Glenroy, Machaon, Meriorethshire

Homeward-24th June-Indrami. 27th June -Dardanus, 30th June-Lacries, 4th July-Bayern, Seyonia.

Arrivals at Mome-Tath Tune-Kallow. 17th June - Acamemnaa, aist June - Preussen. 24th June - Artemisia, Teenkal, 27th June-Jason, Pera, - 30th Inne-Schuelkill, Trieste, Freest Simons. Slavenin, 4th July-Room, · Nassovia. 7th July—I mether Castle.

Most Office

Hollow and Haiphong-Per Hanol, 12th

fuly, g A.M. Bhanghai. Nagasaki, Kobe, Yokohama. Victoria and Vancouver, II.C. Per Empress

of Japan, 12th July, 11 . M. Singapore, Penang and Bombay - Per Istaid, teth July, at A.M.

Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brishane, Rydnay, Hobart, Launceston, New Zealand, Melbourne, Adalaide and Perth-Per Australlan, 12th July,

Keelung, Moji, Kobe. Yokohama. Victoria. B.C., and Tacoma, Wash .- Per Pletades, 13th

July, IT A.M. Chefro and Newchwang-Per Hapek, 13th July, 3 P.M.

Swatow, Amov and Foochow-Per Halching, 14th July, 9 A.M. Bangkok-Per Chowfa, 14th July, 11 A.M.

Bangkok-Per Keongwai, 14th July, 11 A.M. Singapore, Souvabaya and Samarang-Per Hinanne, 14th July, 2 P.M.

Manila-Per Loongsong 14th July, 3 P.M.

Cebu and Itoilo-Per Kaifong, 14th July, Manila, Zamboanga, Port Darwin, Thursday taland, Cooktown, Cairns, Townsville, Brishane,

Sydney, Hobart, Launceston, New Zealand, Melbaurne, Adelaide and Perth-Per Chingiu, 14th July, 5 P.M. , Kobe -Per Talyuan, 15th July, 3 P.M.

Amoy, Straits and Rangoon-Per Pundua, 15th July, 5 P.M. Shanghai, Moji, Kobe and Yokohama...Per Tjilatjap, 17th July, 11 A.M.

Tientsin-Per Wosang, 17th July, 2 P.M. Singapore Penang and Calcutta - Per Laisang, 18th July, 11 A.M.

Swatow, Wei-hai-wei, Chefoo and Tientsin -Per Chihil, 18th July, 1 P.M. Eurone, &c., ladia, via Tuticoria-Per

Sachien, 19th July, 11 A.M. Amoy, Shanghai, Moji, Kobe, Yokohama, Victoria, B.C. and Tacoma, Wash.-Per Showmul, 20th July, 11 A.M.

Manila-Per Zaffro, 220A July, 11 A.M. Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C .- Per Empress of China, and Aug., II A M.

Mails for Canton, Samshui, Wuchow and Macao will be closed on week days at 7.30 every morning. On Sundays the mail for Macao will be closed at 8 a.m. and that for Canton at g a.m.

Mails for Namtao, Sanbus, Kongmpon, Kumchuk, Samshui, Wuchow and Capton Plainly shedid not need to be pushed off the Keong Wai, Ger. s.a. 1,115, Köhler, 8th July, No mall will be closed for Capton on Satur-

VISITORS AT THE HOTELS. CHINA COAST METROROLOGICAL REGISTER Honokono. Lewis, L. S. Alberts, K. July toth, 1905, a.ni. Luckie, A. R. Ancourt, P. CRAIGIEBURN. Bar, Th. Hu. Wind We. Russell, Mrs. Baker, A. S. Luttringhaus, P. Macdonald, D. Berryhill, Dr. T. A. Smith, Mr. and Mrs. Vladivostock. 7 n.m. Bingham, Mr. & Mrs. Gibbons, J. B. Macke, B. H. J. E. and child Mackay, C. H. Kapteyn, B. D. Webb, Mr. and Mrs. Hakodate Marriott, Dr. O. Birbeck, R. I. Lyons, F. W. l'okio Bissell, W. S. Marchant, Capt. Matada, K. Wilson, Dr. Newell Moikle, Mr. and Mrs. Bisney, S. Blair, D. K. Nagasaki Young, J. Ashton Brighton, F. G. Menasche, L. Broughall,'L. Menasche, G. Oshima Merlees, Mrs. P. N. Caldwell, A. S. King, Dr. and Mrs. Aucott, B. F. Ishigakijima.. Carter, W. L. Miller, P. L. Louder, Mr. Beattie, A. Moon, Mr. & Mrs. E. Taihoku Chalmers, Dr. Macdonald, Mr. Beattie, M. P. Chambers, Mr. & Mrs. Taichu..... Moore, Dr. W. B. A. Bornaud, Mr. and Mrs. Martin. R. l'ainan Morrison, Mrs. Meice, Mr. and Mrs. G. Bourchair. Mr. & Mrs. Clark, Hon. Dr. Francis Murray, E. H. Koshun Boyd, Capt. and Mrs. Mitchell, R. Clark, T. Pescadores .. Murray, P. C. Brown, Mr. & Mrs. D.E. Moxon, Mr. and Mrs Clegg, R.N., Eng. Lt. Newington, A. G. Herbert Offord, Mrs. Patcy E. Gutzlaff and Mrs. H. I. Cocks, Mr. & Mrs. A.E. Muelle, E. Sharp Peak ... Cooth, J. Van Ollis, F. B. Pan, Mr. and Mrs. F. Amoy 6.30 a. 29.83 81 Coaby, S. O'Neil, J. L. Hugh Coulter, Mr. and Mrs. Edwards, Mr. and Mrs. Parry, Major Parfitt, W. J. G. Paxton, Capt. H. W. Craig, J. C. Hongkong ... 10 s.m. 19.90 85 Peake. W. Hallingworth, Mr. and Phillips, Major Perkins, Mr. and Mrs. Victoria Peak Cunningham, G. Piggott, Mr. and Mrs. Davidson, W. S. Gap Rock ... Harker, B. Brotherton Pollock, K.C., Mr. Macao Row, C. H. Davies, F. O. Hassan, Mr. and Mrs. Reigfe, Dr. and Mrs. Reynolds, T. J. R. Davies, W. J. Sawer, Capt. and Mrs. Haynes, Col. Roach, Mrs. J. S. and Deacon, F. B. Hazeland, F. A. Sinelair, A. Dittoy, R. M. Stadt, Mr. and Mrs Helsgaun, A. Rochenback, 8, D, Donin, G. -Hett, Mr. and Mrs. · Van de Doolittle, F. H. -- | O | Or Rochet, L. Stokes, Mr. F. Taget C. St. James, 10a.m. - - -Douglas, Capt. & Mrs. 1 Scott, A. O. Hindekofet, Mr. & Mrs. Thomas, Mr. Shaw, F. E. Dow, G. E. Uffel, W. von Hudig, D. July-11th, 1905, a.m. Skinn, A. J. Downing, Mr. T. C. Jeffries, H. U. Vandin, Gordon Fletcher, H. Skott, O. Johnson, Rev. Vereker, Vladivostock, 7 a.m. Snewin, E. A. Joseph, Mr. and Mrs. Veinuro 6 a.m. 29.96 -Giles, Mr. and Mrs. B. Soper, C. H. Kave, Major and Mrs. White, Dr. and Gillon, E. C. Stapley, H. H. Hakodate Kelsall, Major & Mrs. M. J. Tokio NE 4 -Glover, C. Staunton, Mrs. Kochi Stein, A. L. Grant, A. W OCCIDENTAL. Nagasak' Stewart, W. M. Grone, Dr. F. Alford, J. R. Kuhn, J. Kagoshima. Hall, Capt. 7 Swindells, Dr. Edgar Leonhardt, Dr. M. A Anderson, Fred. Thompson, M. L. Oshima Hanron, J. Lindenburg, W. Anderson, G. Naha Thomborrow, J. Harding, R. Lowe, Mr. and Mrs. anderson, H. Ishigakijima. 8W Haslett, H. J. Timke, A. M. Chandler, Lieut, (Army Lowe, Miss Siesie Trimnell, W. D. Taihoku Helcker, H. Majer, Capt. and Mrs. Educ " Dept Taichu..... Unbehaun, C. H. Hurst, R.W., Engineer-Fisher, R. and child Tainan..... BE Vickers, R. C. Muller, P. Koshun Wales, H. H. Innes, Capt. R. Munro, Miss A. Gibbard, J. Pescadores ... Irwin, Mrs. R. & child Walk, A. D. 8W Offieldt, D. Green, J. B. Kempf, H. H. Weihaiwei ... 9 Ward, J. C. Ohme, A. Hales, G. L. Watkins, Miss E. Gutzlaff : Kerr, J. C. Owen, O. E. Harms, F. Sharp Peak... Knaggs, Dr. Samuel Wigelin, H. Paldtmann, Capt. H. Hedges, G. Williams, I. V. 87 8W Kraay, C. Rasmusten, M. Hollinger, Dr. F. Woolmer, Mr. & Mrs. Laing, A. H. Ravan, Ed. iensen, H. Laing, Dr. Rose, Mr. and Mrs. G. Johnson, R. C. Wright, Mr. and Mrs. Hongkong ... in a.m. 29.90 86 69 sw Large, H. J. C. H, and 2 children Kanitz, R. Victoria Penk Lewis, A. R Schmidt, Dr. H Keyt, Dr. H. Gap Rock .. Volacek, R. Kock, P. Macao July to at July to at Wavanke, A. Korter, Fr. Haiphong ... Ysenschumised, A. Manila..... KOWLOON fringerature 85 - BW 3 0 MacGregor, J. W. Dodds, Capt. Geo.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	Tons.	Guns	I.H.P.	CAPTAIN.	Last reported at
A La suita	dagaatah wasaat	1 700	4	3,000	Commander Harbord	Weihalwei
Alacrity	ampleon and closes	4 4	16	16,500	Captain R. Nelson Ommanney	Weihaiwai
Andromeda			6.	7,000	LieutCommander R. H. Heaton	Weibsiwai
Arun in in in it	torpedo boat destroyer	550 4,360	10	7,000	Captain Lione! G. Tuineil	Shanghai
Astraea		4,360	10	7,000	Captain H. H. Torlesse	Weihalwei
Bonsventure		1,670	6	1,400	Commander H. du C. Luard	
Cadmus	water tank and tug	390		300		Hongkong
Cherub	1 -	1,070	6	1,400	Commander H. D. Wilkin, p.s.o	Vanatara
Clio	1	11,000	16	16,500	Captain H. W. Savory	en route Weibalwe
Diadem	to the board declaration of	aka	6	7,000	LieutCommander H. E. Sulivan	1 4 4 1
Dee	torpedo boat destroyer		- 6	7,000	LieutCommander Bather	Weihaiwei
Erne Ettrick	tamada basi dagensias	550 560	6	7,000	LieutCommander Lewin	Hongkong
	tornado host destroyer		6	7,000	Commander A. F. Everett	Weibaiwei
Exe	towards hast destroyer		1.6	5,700	LieutCommander Stevenson	497-14-11
Class &	hastlankin set alane	_	16	13,500	Captain Hon. Stopford	Weihaiwei
RY D	turnada hant destroyer		6	4,000	LieutCommander J. May	Weihaiwei
T. P. a. a. b.	taranda bast dagersus	275	6	4,000	LieutCommander Richards	
TT1-	and a service towards as		l → .l	2,400	Captain E. F. B. Charlton	Weihaiwei
	l mariana sas along 🍑		14	21,000	Captain Shortland	Weihaiwei
Hogue		3,600	8	7,000	Captain William B. Fawckner	Manakana
Iphigania ,, Itchen, , , ,	I tamada baat dagteener		6.	7,000	LieutCommander C. Seymour	Weihalwei
	I	6.1	6	3,900	LieutCommander W. H. Darwall	Hongkong
Janus , .,			1:4	1,200	Lieut. Commander E. V. F. R. Dugmore	Yangtere
Moorhen	4		2'	800	LieutCommander F. B. Noble	West River
Otter	to-made lengt destroyer	810	6	6,300 ·	LieutCommander J. Kiddle	Weihalwei
Rambler	· annualme march	835	6	650	Commander C. E. Monro	Surveying
Robin	since combined	85	2	340	LicutCommander Robert E. Vaughan.	West River
Sandpiper	wines and boat	6	3	240	Lieut, Commander H. T. Atlay	West River
Sirius	and the and disease	4 640	8	7,000	Captain C. H. H. Moore	Hongkong
Snipa	March Manhant	8.	3	740	LieutCommander Davidson	
Taku	Lornado bost destroyer	250	6	6,500	in reserve	Hongkong
Sutlef ,,, ,, ,.	amileer vet class	10 000	14	21,000	Captain W. L. Grant	
Tamar	security of this	4,650	. 6		Commodore Dicken	Hongkong
Teal in in it is	birens menhant	180	3	800	Lieut. Commander B. Secretan	
Virago	tamenda hant dantunuar	355	6	6,300	Lieut. Commander Gregory	
Waterwitch	answering ship	355	1 9	450	Commander R. W. Glennie	Surveying
Whiting	Learneda boot destroyer	360	6	5,000	Lieut. Commander C. E. L. Thomas	Weihaiwei
Widgeon	alleren municipality	195	2	1800	Lieut. Commander G. B. Spicer-Simson	
Woodcock	d' river gunboat		2	550	Lieut. Commander Hugh Somerville	Yangisse
Woodlark	-inner completel	150	3	. 550	LieutCommander Jno. P. Knox	Yangtste
,		1	'			
		1	4 '	.		
	1	J		'		21

^{*} Flag of Admiral Sir Gerard U. Noel, Commander-in-Chiel,

Price, Capt. and Mrs

Tenkate, Mr. and Mrs.

Pinkers and child

FRENCH MEN-OF-WAR ON THE CHINA STATION.

NAME.	FLAG AND DESCRIPTION.	Tons.	Guns.	н. Р.	COMMANDING OFFICERS.	LAST REPORTED AT
A -tutura		1 106	01	1,700	Lieut. Ferret	Salgon
Achéron		1,796	10	500	Lieut, Jeannel	
Argus		140		150		Haiphong
Avalanche				150		Salgon
Baionnette	river gunboat			. 150	Lieut, Hue	Colores
Caronade			-			Saigon
Caste-lête		140		150	Lieut. Merveilleux du Vignaux	
Comète		525	1 .7 1	438	Captain Allaire	
D'Assas		4,000	31	9,500	Lieutenant L'Eost	
Décidés .,		645	1 1	1,000	Commander Amet	
Descartes		3,985	-14	5,500	W.Y. and B.F.L.	77 . 1. 1
Estoc		303	1 7 1	5.000		
Francisque,		303	7	6,300	Lieut. Cotoni	
Fronds		350		303	Lieut Jehenne	Baie d'Along
Guichen †		-	1 7		Cont Bidams	Data distance
Gueydon		9,376	7	20,200	Capt. Ridoux	Tratabana -
Heari Rivière		111			Lieut. Portier	
acquin	river gunboat	200	6	308	Lieut. Corlouer	Haiphong
avoline	destroyer	307	-	300	Commander Sagot-Duvauroux	Carl man
Kemaint	cruiser	1,250	7:	2,200	Commander Simon ,,	
Lynx			-		Armbnister	
Montcalm	armoured cruiser	9,700	12	19,600	Capt. Duvai	Train distance
Mousquat	destroyer	307	. 7	6,300	Lieut, Prat	
Oliy- har mare me in	river gunboat	-	_	_	Lieut. Grellier	
Peiho				-	Lieut Lavissière	I
Pistolet	- Atmanda	307	7	0,300	Lieut de Reinach-Werth	
Protes	and marine	-	90		Lieut. Glorieux	
Redontable ,,		9,437	8	6,071	Commodre C. P. M. Poidtoile	T
Sabre	I declarace '	_	-	-	Lieut. Lebail	
Btyx	I amaginad amakant	1,796	10	1,700	Capt. Dupries	
Bully	L semented emiser	10,014	38	20,000	Capt. Guiberteau	
Surprise	Complesse 1	639	3	900	Lieut. Roque ,,,	
Takiang	Large and the set	-	-			Upper Yanguse
Pelien	Jantanan	150	6	-	Capt. Terquem	Saigon
	battleship, reserve	6,150	23	4,560		Hongay
	river gunboat	123	5	500	Lieut Brugnon	Nappingfu

* Flagship of Vice-Admiral Bayle, Commander in Chief. † Flagship of Rear-Admiral de Fauque de Jonquières, Second-in-Command. To Let.

TO LET.

CHOP, No. 14, QUEEN'S ROAD, CEN-

First Floor, No. 12, QUEEN'S ROAD, CENTRAL.

Second Floor, Nos. 12 and 14, QUEEN'S

TO LET.

CEMI-DETACHED VILLAS, Two, in

Garden Road, near the Ferry, with Fine

Bright and Airy Rooms. GAS and ELECTRIC BELLS laid on. Commanding fine view of the

Rents very moderate:

· TO LET.

ODOWN No. 3, NEW PRAYA, Kennedy

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

TO LET.

KNUTSFORD

Kowl.con.

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

BUILDING at CAUSEWAY BAY, at

FLATS in MORETON TERRACE, facing

OFFICES in course of erection, Con-

NAUGHT ROAD (fiéar BLAKE PIER).

THE HONGKONG LAND INVEST-

" MENT & AGENCY CO., LD.

TO LET.

WITH IMMEDIATE POSSESSION.

" LOREST LODGE," Caine Road.

For Sale.

"I guaranteed free from Salicylic Acid,

PRICE \$10.50 per case of 48 hottles (quarts)

Special Prices for Quantities.

Sole Agents:-

GREEN ISLAND CEMENT COMPANY,

LIMITED.

PORTLAND CEMENT.

\$2.70 per Bag 250 lbs. net ex Factory.

FOR SALE.

SHEWAN, TOMES & Co.,

General Managers.

TNCANDE.

L SCENT,

Gasoline, Lamps. of all

descriptions from the best.

Incandescent Mantles,

Chimneys, Globes, Shades, &c., for

Gasoline and

Gas Lamps

at the most

moderate prices.

Lamps fixed up for Buyers

free of charge.

the best kind

kept in stock.

56, Lyndhurst Terrace.

Naphtha of

makers.

Hongkone, 10th January, 1003.

Hongkong, 7th March, 1905.

FIRST Class PILSENER - BEER

BEER.

SIEMSSEN & CO.

present in occupation of the Steam

H. RUTTONJEE,

37 and 38, Elgin Road, Kowloon.

No. 5, D'Aguilar Street, "

TERRACE,

S. BISNEY,

Hongkong Hotel.

Apply to-

Hongkong, 8th June, 1905.

Hongkong, 5th June, 1905.

Hongkong, 27th June, 1905.

Hongkong, 4th May, 1905.

No. 1, RIPON TERRACE.

GODOWNS: PRAYA EAST.

Hongkong, 30th March, 1905.

Hongkong, 4th May, 1905.

TUBORG,

and any other Chemicals.

or 6 doz. pints.

Pola Granna.

Apply to-

Laundry Co., Ltd.

J TRAL.

Hathour.

Apply to-

ROAD, CENTRAL.

THE PE INSULAR AND ORIENTAL SCRAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA ADEN, EGYPT, MEDITERRANEAN 'PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BALAVIA, PERSIAN GULF, CONTINENTAL, AMERI-CAN and SOUTH AFRICAN PORTS.) THE Steamship

Captain C. D. Goldsmith, R.N.R., carrying His M nervy's dails, will be despatched from this for BOMBAY, on SATURDAY, the 15th July, 2 at Nona, taking Passengers and Cargo for to above Parts in connection with the Company's S.S. Marmora, 10,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong. "

Silk and Valuables, all Carvo to brance and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Arabia, due in London on the 27th August.

Parcels will be received at this Office until 4 P.M. the d y before sailing. The Contents and Value of all Packages are required. For further Particulars, apply to

> L S. LEWIS, Acting Superintendent

Hongkone, 4th July, 1905.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON, Apply to-SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, LONDON, BORDEAUX, HAVRE,

MEDITERRANEAN AND BLACK SEA PORTS. The S.S. "TOURANE,"

Captain R. Girard, will be despatched for MAR-SEILLES on TUESDAY, the 25th July, at t P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows :--

S.S. TONKIN 8th August. S.S. ARMAND REHIC ... 22nd August. G. DE CHAMPEAUX,

Agent.

Hongkong, 11th July, 1905.

BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY. \$4.50 per Cask 375 ths. net ex Factory.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA,

VIA MOJI, KOBE AND YOKOHAMA. Sailing. Steamer. | Tons. | Captain. Pleiades ! ... 3,753 F.G. Purington At. July 12
Shawmut ... 9,606 E. V. Roberts ,, July 20
Tremont 9,606 T. W. Garlick... ,, Aug. 8

Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness, at sea. Electric fan in each room, Barber's shop and steam-laundry. Cargo

carried in cold storage. For further Information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings. Hongkong, 26th June, 1905

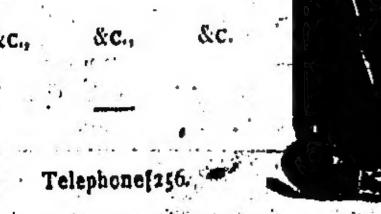
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A Sharing a land

FURNITURE,

GENERAL HOUSEHOLD

REQUISITES.



DEPOT

TAI KWONG CO.,

EASTMAN'S

KODAKS, FILMS,

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION, Hongkong, 16th May 1905.

Supplied by Messrs, Benja	nin, Kelli			E QUO	CATION:	S. given ui der "Commercial Intelligence," pa	ge 5.	
STOCKS.		VALUE,	1	POSITION AS PER		LAST DIVIDEND	APHOXENATH BETUNN AT PRESENT	CLOSING QUOTATIONS.
BANKS.				(£1,000,000)	ACCOUNT.	(Div. of £1.10/- and bonus of £1 @ ex-)	QUOTATION.	(\$850 buyers
Hongkong & Shanghat Banking Corporation		5135	\$125	\$8,000,000 } \$250,000 }	1,493,408	Change 1/11-9/16=\$25.46 for second half-year 1904	5 %	London £88
National Bank of China, Limited	99,925	4.7	25	\$1,400,000	\$41,768	\$2 (London 3/6) for 1903	,	\$37 buyers
Canton Insurance Office, Limited	10,000	\$250	\$50	(\$950,000)	.\$150,494	\$17 for 1903		\$330 buyers
China Traders' Insurance Company, I imited	14,600	\$83.33	\$25	\$151,902 { \$362.366 \$371,415	Nil.	\$41 for year ended 30.1.1904		\$67 sales
North China Insurance Company, Limited	10,000	£15	Ls	Tis. 800,000 \$1,850,000 £20,000	Tis. 217,119	Interim of 7/6 1904	8 %	Tls. 82 buyers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$372,749 \$893 110 \$846,773	\$2,078,997	\$35 for 1903	5 %	S7co buyers
Vangtsze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 } \$17,701 } (\$1,000,000)	\$486,284	\$12 and \$3 special dividend for 1903		\$1724
China Fire Insurance Company, Limited	20,000 8,000	\$100 .	\$20	\$218,093 } \$2,241 } \$1,200,505	\$329,047 \$360,372	\$6 dividend & \$1 bonus for 1903		\$302 sales
SHIPPING, THE AND CARGO BOATS. China and Manila Steamship Company, Limited		\$25	\$25	\$5,000}	\$8,832	\$1 for 1904	5 %	\$20
Douglas Steamship' Company, Limited	70,000	\$50	\$50	\$85,439 \$250,000 \$600,000	Nil. \$25,160	St for second half-year 1904		\$35è sellers
Hongkong, Canton & Macao Steambnat Co., Ld		515	\$15	(\$158,444) .{ 205,000}	L5,853	10/- for 1903 @ 1/10 5/16=\$5.378		\$27 sellers
Indo-China Steam Navigation Company, Limited Shanghai Tug and Lighter Company, Limited	· connect	£10	£10 Tie, 50	Tis. 25,000 [400,000]	Tls. 43,763	Tls. 21 final making Tls. 41 for 1904 Tls. 12 final making Tls. 31 for 1904	71.7	Tis, 61 Tis, 50 sales
"Shell " Transport and Trading Company, Limited "Star " Ferry Company, Limited"	\$ 10,000	£1 . \$10	\$10	\$65,000 } \$24,257	£58,852 \$929	Interim of 1/2 (Coupon No. 5) for 1904 . {\$1.80} for year ending 30.4.1905	48 %	\$35 sellers \$27 sellers
Straits Steamship Company, Limited		\$100	\$100	\$ \$400,000 \$ 21,075 \$130,153	5 21,231	\$10 for 1904		\$142
Faku Tug and Lighter Cornerny, Limited		r.Tis. 50	T.Tls. 50	Tis. 126,000)	Tis. 6,190		, ,	Tis. 30
China Sugar Refining Company, Limited	7,000	fion . Stoo Tis. 50	Sido Sica Tis, 50	\$450,000 none Tils. 100,000	Dr. \$85.087 Tls. 1,635	Final of \$15 making \$20 for 1904		\$213 sellers \$31 sellers Tis. 71 sales
Chinese Engineering and Mining Company, Limited Oriental Consolidated Mining Company, Limited		G \$10	£1 G. \$10	£40,000	£7,820 G \$672,093	Interim of 1/- (No. 4)		Tis. 71 buyers 23 17/6
Raub Australian Gold Mining Company, Limited	150,000 50,000	L1 L1	18/10 ·	£4,873	Dr. £4,029	No. 12 of 1/=48 cents		\$61 buyers
Société Française des Charbonnages du Tonkin DOCKS, WHARVES & GODOWNS. Farnham, (S. C.) Boyd & Co., Limited		Fcs) 250 Tls. 100		{Fcs. 251,337} Fcs. 1,529,652} Tls. 1,000,000	Fcs. 85,706 Tls. 34,924	Final of Tis. 8 making Fis. 13 for 1904/5.	91 %	718. 141 buyers
Fenwick (Geo.) & Co., Limited	{ fi,000 12,000}	\$25	\$25	\$70,000 \$58,473	\$8,577	{\$3.75 for 1904	112 %	\$20 ex. new \$27 new
Hongkong & Kowloon Whatland Godown, Co., Ld.	40,000	\$50	350	\$10,000 (\$300,000 } \$250,000	\$29,422	Final of \$21 making \$5 for 1904.	1.	\$95 buyers
Hongkong and Whampon Dock Company, Ld	12,000	\$100	\$50 \$100	\$33,500 .\$60,000	\$498,289 \$489	\$6 dividend and \$1 bonus for 2nd half- year 1904 \$10 div. & \$5 bonus for year end, 30/6/04	. 51 %	\$195 sales \$270-buyers \$18 sellers
New Amny Dock Company, Limited	0.000	\$100	\$100	\$150,000	\$40,936	\$1\frac{1903}{\$10 div. and \$2\frac{1}{2} bonus} for 1903	{ 51 %	\$125
Shanghai and Hongkew Wharf Company	37,000	\$100	\$100	\$2,100,000	1 ls. 10,711 1 206,645 Tls. 2,762	\$20 for and half year making \$26 for 100	4 61 %	Tis. 1874 buyers \$385 Tis. 185 buyers
Yangtsie Wharf and Godown Company, Limited LANDS, HOTELS & BUILDING. 'stor House Hotel Company, Limited (Shanghai)		TIS. 100	Tls, 100 \$25	none Tis. 34,000 }	\$9,989	\$21 for year ended 30,6.1904	. 8 %	5311
Astor House Hotel, Limited (Tientsin) Central Stores, Limited Do. (Founders')	6,000	T.Tis, 50 \$15	T.Tla.'so \$12) 512	Tis. 8,000	TIS. 805	Final of The 5 making The 9. (Final of 60 cents making \$1.80 for 1904) None	10 %	Tis. 135 sales \$18 sales \$100
Do. (New Issue)	24,000	\$15 \$50	\$71) \$50	{ \$100,000}	\$3.554	S5 for second half-year making \$10 for 19	7 %	\$7 4 4 les
Hongkong Land Investment and Agency Co., Ld Hotel des Colonies Company, Limited (Shanghai)	9,000	\$100 Tis. 25	\$100 ' Tls. 25	\$250 000 Tis. 20,986	\$37,875 Tis. 7,202	Final of \$6 making \$12 for 1904 Tis. 21 for the year ending 31.3.1905	i 13 %	Siló Tla. 19 Sias
Hotel Metropole Company, Limited	150,000	\$100	\$100	{ \$200,994}	First year		7 %	\$12 sales \$40 sellers
Kowloon Land and Building Company, Limited Shanghai-Land-Investment-Company, Limited	52,000	.\$50 Tls50	\$30 Tis. 50	none -{Tis,-828,813}		[13: 0 IOF 1904 TRIBLES AND	1 614	Tis. 122 buyers
Tientsin Hotel des Colonies, Limited	7,726	Tls. 50	Tis. 50 Tis. 100	Tis. 170,000 \$ mone Tis. 67,300	Tie 225	Final of Tis. 4 making Tis. 7 for 1904	101 %	Tis. 47 sellers Tis. 120 sellers Tis. 12 buyers
West Point Building Company, Limited COTTON MILLS. Ewo Cotton Spinning and Weaving Company, Ld	12,500	Tis, 25 \$50	Tis. 25 \$50	none	\$1,247 Tis. 11,655	Final of \$1.70 making \$3.20 for 1904	5 %	\$54 Tis. 43 buyers
Hongkong Cotton Spinning, Weaving and Dyeing) Company, Limited	125,000	Tis. 50	Tis. 50	none	\$22,862	50 cents for the year ending 31.7.04	3 %	\$16} sellers
Laou-kung-mow Cotton Spinning & Weaving Co., Ld Soy Chee Cotton Spinning Company, Limited	8,000	Tis. 100	Tis. 75	Tis. 50,000 Tis. 35,227		Interim of 4 % a/c 1898 on 6,000 shares	10.	Tis. 41 sales Tis. 47 sales Tis. 160 sales
CIGARS AND TOBACCO COS. Alhambra, Limited	300	\$200	Tis. 500	Tis. 8,115	Dr. P. 2,584			\$100 \$9 sellers
hanghai-Sumatra Tobacco Company, Limited Miscellaneous.	30,000	Tis. 20	\$10 Fls. 20	{ 718, 24,820 718, 25,000}	*:Tls, 1,091	Final of Tls. 6 making Tls. 9	131 %	Tis. 68 sales
Anglo-German Brewing Company, Limited	1,200	\$100 12/6 \$10	\$100 12/6 \$10	none none \$8,000	£161 \$1,182 Nil.	\$3 for 1904	8 %	S51 buyers S36 S112 sales
China Borneo Company, Limited	4,000	\$12 Tis. 50 \$10	\$12 Tis. 50 \$10	Tis. 30,000	Tls. 718 \$3,739		8 %	Tis. 63 sales \$10 \$8 sales
China Provident Loan & Mortgage Company, Ld., Larry Farm Company, Limited	4.500	\$10 \$7½ \$50	\$10 \$6 \$50	\$8,0000	\$1,581	\$1½ for year ending 31.7.1903	71 %	\$17 sellers \$100
Green Island Cement Company, Limited	21,000	\$10	\$10	\$500,000 \$186,000	\$95,054	Final of \$11 making \$21	91 %	\$26g sellers \$27 sales
Hongkong & China Gas Company, Limited	30,000	\$10	\$10	{ £25,394 } £3,000 }	£8,188	{\$1.00 } for year ending 30.4.1904	166 4	\$170 buyers \$17 \$11
Hongkong High-Level Tramways Company, Ld Hongkong Ice Company, Limited	1,250	\$100 \$25	\$100 \$25	\$50,000	\$2,796 \$5,356 \$11,137		. 7 %	5212 buyers 5242 \$152 buyers
Hongkong Steam Waterboat Company, Limited Katz Brothers, Limited Lane, Crawford & Co., Limited (Shanghai)	15,000	\$100	\$100	\$60,000 \$2,500 \$475,000	\$299 \$3,400 \$21,582	Interim of 50 cents 30.9.04	121 %	S135 buyers S145 buyers
Maatschappij tot Mijn-, Bosch- en Landbouwex- ploitatic in Langkat, Limited	25,000	_	\$100 Ga 100	1 118. 19,405)	Tis. 35,849	Land quarterly of The c paid to 6 or male.	164 %	\$23
Mondon, (E. L.) Limited Moutrie (5.) & Company, Limited	7,000	71550 \$50	Tls. 50	none s	Dr. Tls. 117,638	(Final of Samaking St for the year ending	3 0 %	Tis. 25 \$54 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ld Shanghai Gas Company, Limited	1,200	\$50 Tla, 50	\$50	None (Tls. 145,000)	Dr. \$5,537	None		\$50 - \$122} buyers
Shanghai Horse Bazaar Company, Limited, Shanghai Pulp and Paper Company, Limited, Shanghai Waterworks Company, Limited	5,400	Tis. 50	Tis. 50 Tis. 100	Tis. 25,000	Tis. 10,247 Tis. 6,968 Tis. 17,220	Tls. 5 for 1903	81.%	Tis. 80 sales Tis. 167 sales Tis. 420 sales
South China Morning Post, Limited	6,000	\$50 \$25	\$50 \$25	Tis. 170,000 . \$20,000 . none	Dr. \$5,068	None	71 %	\$80 sellers \$25 \$8 buyers
steam Laundry Company, Limited	2,000	\$ 5	\$ 500	\$25,000	\$3,644 \$700	\$10 for second half year 1904	131 %	\$150 buyers
Tientsin Native City Waterworks Company, Ld	2,941	1	\$10 Tls. 100	f Tle seans	Tls. 2,025	Tis. 2 for half year		7.Tls, 200
United Asbestos Oriental Agency, Limited	9,900	Sio	T.TL 100	San one	Tis, 1,012 \$180	(on cents)		T.Tis. 120 \$91 sellers \$180 buyers
Watkins, Limited	LC OCO	\$ 0 \$ 0	\$10 \$10	\$4,802 \$100,000 \$25,000	\$12,624 \$6,696	St for 1903	8 %	\$8 sellers \$124 buyers
William Powell, Limited Printed and Published	12,000	DEO BRA	Sto QA, for the Ice Hou	151,000	granh Company.	Limited at the Printing Office of the Compat	101 %	\$118 sellers